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HONG KONG, SUNDAY, MARCH 9, 1930.

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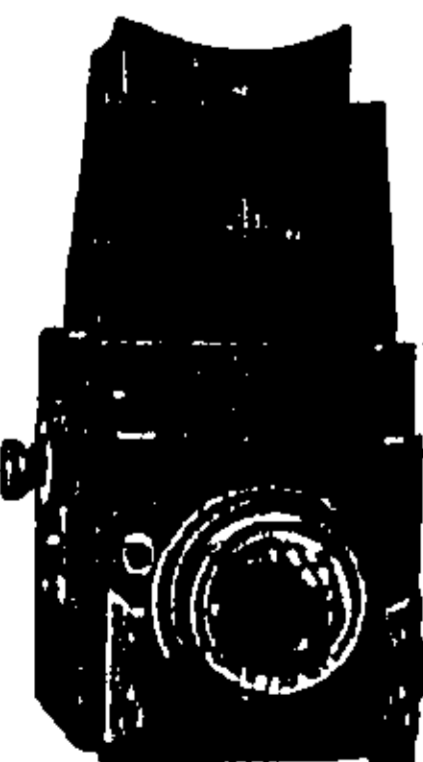
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ENGLISH & SCOTTISH LEAGUE RESULTS & TABLES UP TO DATE

[FROM OUR OWN CORRESPONDENT]

London, Last Night.

Interest in football to-day centred in a full programme of English and Scottish League matches. Results:—

English League—Division I.

Birmingham	2	Burnley	0
Blackburn	0	Derby	3
Grimsby	1	Leeds U.	2
Huddersfield	0	Sunderland	2
Leicester	2	Wednesday	1
Liverpool	2	Portsmouth	0
Manchester U.	2	Aston Villa	3
Middlesbrough	1	Manchester C.	0
Newcastle	1	Everton	0
Sheffield U.	2	Bolton	3
West Ham	3	Arsenal	2

Division II.

Barnsley	3	Bristol C.	1
Brighton	1	Notts C.	2
Bradford	5	Preston	2
Bury	2	Reading	4
Chelsea	1	Charlton	1
Millwall	4	Wolves	0
Notts Forest	2	Hull	1
Oldham	5	Stoke	0
Southampton	2	Bradford C.	1
Tottenham	3	Swansea	0
West Brom.	0	Cardiff	2

Division III. (South)

Brentford	2	Crystal P.	0
Blackpool	2	Northampton	1
Bristol R.	3	Gillingham	0
Clapton O.	0	Norwich	0
Coventry	3	Fulham	1
Merthyr	3	Luton	2
Newport	3	Walsall	1
Plymouth	1	Southend	0
Torquay	7	Bournemouth	0
Walsall	1	Queen's P.R.	1

Division III. (North)

Barrow	3	Accringtonham	1
Carlisle	1	Doncaster	1
Crews	3	Tranmere	0
Nelson	0	Chesterfield	0
New Brighton	2	Rochdale	0
Port Vale	3	South Shields	0
Southport	3	Lincoln	0
Stockport	6	Rotherham	1
Wigan	1	Hartlepool	3
Wrexham	2	Darlington	0
York	3	Hull	0

Scottish League

Aberdeen	4	Kilmarnock	3
Ayr United	3	Aldershot	1
Clyde	1	Dundee	1
Dundee U.	1	Motherwell	1
Falkirk	0	Partick	0
Hamilton	2	Hearts	1
Hibernian	0	Celtic	2
Morton	3	Queen's Park	0
Rangers	5	Cowdenbeath	0
St. Mirren	3	St. Johnstone	2

* Not played.

Goals.

Derby	32	18	6	9	08	67	41
Wednesday	29	17	6	6	74	37	40
Blackburn	32	16	6	10	73	59	38
Leicester	33	16	6	12	86	78	36
Leeds	31	16	6	12	68	67	30
Aston Villa	31	15	4	12	66	63	34
Huddersfield	31	14	5	12	47	52	33
Bolton	33	13	7	13	62	55	33
Liverpool	32	13	7	12	54	61	33
West Ham	32	13	7	14	67	63	31
Middlesbrough	32	14	3	16	67	60	31
Sheffield U.	33	13	4	16	72	73	30
Manchester U.	32	13	4	16	62	63	30
Birmingham	30	7	12	47	45	29	18
Portsmouth	31	10	8	13	52	53	28
Burnley	32	10	8	14	60	75	28
Sunderland	30	10	7	13	48	61	27
Arsenal	30	10	6	14	48	46	26
Swansea	33	8	10	16	66	70	26
Grimsby	31	9	0	10	55	74	24
Newcastle	20	11	2	16	54	74	24

Goals.

Blackpool	32	21	2	9	78	59	44
Oldham	31	18	8	5	71	34	44
Chelsea	31	14	11	6	55	32	39
Bradford	31	16	7	9	65	54	37
Bury	32	10	4	12	55	55	36
Southampton	32	14	6	12	59	56	34
Cardiff	32	14	6	12	47	42	34
Wolves	32	13	7	12	58	60	33
Tottenham	32	12	9	11	50	47	33
Notts For.	30	10	11	9	40	43	31
West Brom.	31	13	4	14	76	61	30
Stoke	33	11	8	14	56	61	30
Charlton	29	9	11	9	41	38	29
Notts City	32	8	13	11	45	49	29
Hull	29	11	6	12	42	51	28
Preston N.E.	32	10	8	14	49	65	28
Reading	33	9	10	14	43	67	28
Millwall	32	7	13	11	46	58	28
Bradford C.	32	9	9	14	40	60	27
Barnsley	32	9	8	15	44	67	20
Swansea	33	8	8	17	40	57	24
Bristol C.	31	8	6	17	47	70	22

Goals.

Brentford	31	21	4	6	76	32	46
Plymouth	28	18	8	2	53	22	44
Brighton	29	17	0	6	69	38	40
Southend	31	12	7	5	51	38	40
Northampton	30	16	4	10	50	37	30
Bournemouth	29	12	11	6	49	27	35
Norwich	31	13	9	0	59	55	36
Crystal P.	32	13	8	11	61	61	34
Fulham	31	13	8	10	62	64	34
Queen's P.R.	30	12	9	9	50	40	33
Coventry	29	15	3	11	65	48	33
Exeter	32	11	8	13	55	50	30
Luton	30	10	8	12	44	55	28
Swindon	31	9	10	12	52	54	28
Clapton O.	30	7	12	17	30	43	26
Newport	30	9	8	13	52	67	29
Walsall	31	9	8	16	50	60	24
Watford	32	9	7	16	39	56	22
Torquay	31	7	8	16	48	69	22
Gillingham	32	7	6	19	34	67	20
Bristol R.	28	7	6	10	51	63	10
Merthyr	30	3	8	19	37	62	14

Goals.

Port Vale	31	23	5	3	81	27	51
Stockport	31	21	6	4	83	34	48
Darlington	33	16	5	12	83	61	87
Accrington	32	14	7	11	79	59	35
Sth. Shields	32	13	7	12	53	69	33
Crews	30	14	6	10	64	49	34
Chesterfield	30	15	4	11	54	43	34
York	31	9	10	6	50	43	34
Hartlepool	31	12	9	10	58	55	33
Southport	32	10	12	10	59	53	32
Carlisle	32	12	7	13	73	79	31
Nelson	32	6	14	44	57	30	30
Lincoln	31	8	14	9	48	44	30
Tranmere	32	11	8	13	69	67	30
Rochdale	30	11	6	13	58	60	28
N. Brighton	32	12	5	15	52	65	29
Dundee	30	6	17	48	66	20	24
Wigan	30	10	7	13	45	53	27
Doncaster	30	10	7	13	45	53	27
Wrexham	31	8	16	40	63	24	24
Halifax	34	8	7	10	36	62	23
Rotherham	31	7	7	17	44	86	21
Barrow	31	9	3	10	35	78	21

Goals.

Rangers	30	24	8	3	78	24	51
Aberdeen	32	20	5	7	73	52	45
Motherwell	30	17	5	8	70	45	39
St. Mirren	32	18	3	11	67	45	39
Celtic	30	17	4	9	71	37	38
Partick	31	14	8	9	63	45	36
Kilmarnock	31	13	9	9	61	55	35
Hearts	30	12	9	9	60	62	33
Queen's Pk.	33	14	4	15	61	61	32
Ayr	31	14	4	13	59	73	32
Hamilton	29	12	5	12	61	61	29
Clyde	32	9	10	13	52	62	28
Falkirk	29	9	11	46	54	27	24
Cowdenbeath	29	9	7	13	48	55	25
Dundee	30	8	15	34	47	24	24
Hibernian	31	7	10	14	35	60	24
Airdrie	30	10	3	17	42	52	23
Morton	31	8	6	17	57	22	22
Dundee U.	31	6	5	20	40	80	17
St. Johnstone	32	4	7	21	32	75	15

RIDER SUSPENDED AFTER RACE

Mr. Y. M. Loo's Nasty Tumble

ADAM WINS IN POOR TIME

Only Three Races Provide Big Upsets

The enjoyment of some spirited racing at the First Extra Race Meeting at Happy Valley was somewhat marred by an accident in the 6th race, the Aberdeen Plate, when Mr. Y. M. Loo, riding Empress Hall, was seen to come off when some little way beyond the 3/4 mile post.

Mr. Loo turned a complete somersault, landing heavily. The ponies were thickly bunched at the time, and for a moment or two, as Mr. Loo lay motionless, it was feared he was badly hurt. There was great relief when he regained his feet, and eventually returned to the jockeys' room. He was afterwards taken away in an ambulance, although so far as could be learned, his injuries were not such as to cause undue anxiety.

ENQUIRY HELD BY STEWARDS

The Sunday Herald was later informed by a responsible official, that an enquiry into the riding was held after the race by the Stewards, who decided to suspend Mr. R. H. Charles from riding for the rest of this month.

Erin's Isle Wins
As regards the racing itself, the public judged form pretty well, only three races providing big upsets. In the penultimate race, the Wanchai Handicap "B" Class, Erin's Isle "upset the dope" by coming in first to pay \$80, the biggest of the day, and in the last race, the Wanchai Handicap "A" Class, King's Colour defeated a hot favourite in Carnival Eve to pay over \$85.

Amusement Tax also provided a surprise in the Happy Valley Handicap "C" Class, by defeating the strongly-fancied Zephyr to pay \$50.80. This was perhaps the best race of the day. Amusement Tax coming home by a short head in a thrilling finish. Also Piccy and Duke of Normandy II. ran into a dead-heat for third place.

A Poor Performance
The First Extra Meeting Stakes, in which some good performers turned out, was won by Adam, from Chesapeake Bay. The race was disappointing, the riders adopting "waiting-on" tactics, and not joining issue until entering the straight. As a result the poor time, for these animals, of 2 mins. 00 secs. was returned. Majestic Hall made an indifferent showing here, and never seemed to be in the picture.

1.-Happy Valley Handicap: "A" Class: Six Furlongs—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Lau & Lee's Duke of Chantilly	155 lb. (Mr. Frost)	1
Mrs. W. T. Southern's African Eve	152 lb. (Mr. Reidy)	2
Bennett & Cave's San Francisco	158 lb. (Mr. Charles)	3
Hynes & Mackie's Piccallilli	153 lb. (Mr. Harriman)	4
Yam Man's Fifty Fifty	151 lb. (Mr. Y. M. Lo)	0
Ho Kom-tong's Marquis Hall	150 lb. (Mr. da Roza)	0
Liang & Wong's O-Moon	140 lb. (Mr. Backhouse)	0
Ho Kom-tong's Royal Hall	143 lb. (Mr. S. Y. Liang)	0
Mrs. K. E. Belth's The Goods	152 lb. (Mr. Heard)	0
Dynant's Young Pretender	152 lb. (Mr. Bulleit)	0
Won by 1½ length; ¼ length.	Time: 1 min. 31.4/5 secs.	
Pari-mutuel: Winner	\$28.10;	
Places 1st \$10.40, 2nd \$18.10, 3rd	\$44.00.	

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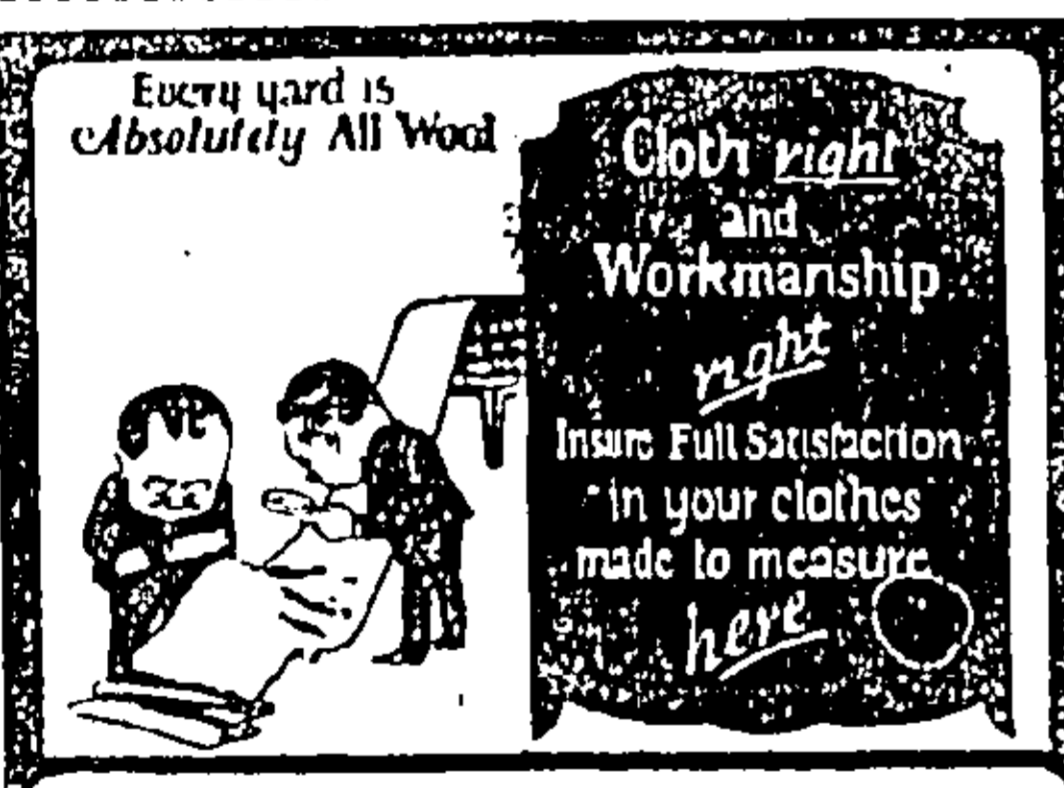
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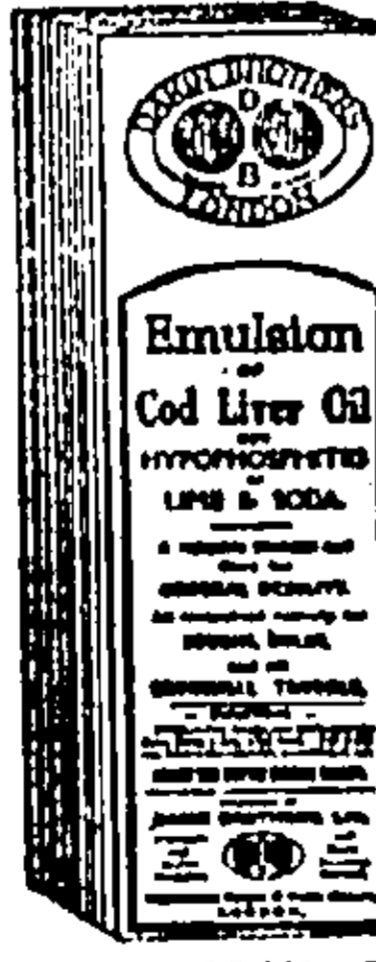


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HOME SPORT

GOLF

America Battle Order?

According to the official list the U.S.G.A. appear to have completed their Walker Cup job. It looks as if the players had been selected and put into their battle placings. The names are not in alphabetical order, and a glance through the list suggests that they are placed as they will play. If the British Selection Committee were sure of that it would be some guide as to how the country's force might be disposed.

Our selectors should at any rate lose no time now in making up their minds. They have nothing to gain by delay, for nothing substantial in the way of competition evidence will be available to them before May. Like the Americans, they will have to rely upon record and last year's form.

Presumably we shall see another match between Mr. Cyril Tolley, in spite of rumours of his settling in the States, and Mr. Bobby Jones. Mr. Tolley has a heavy account to square in the matter, but the task of anybody who takes Mr. Jones on in a 36 holes encounter is no sinecure. The American Champion is vulnerable in the 18 holes match, as has been proved both in Britain and in his own country. He frankly dislikes the sport, match as a test; but over two rounds he is another proposition altogether. Dr. Willing disliked the American spectators last year with his slow methods. He is a stickler, and his effective if laborious ways will require a lot of beating.

U.S. Golf Team

The United States golf authorities are, as usual, well ahead of requirements with the selection of the amateur team that will represent them in the Walker Cup contest at Sandwich on May 15 and 16. The names were cabled across and created general interest in Britain, where there was an expectation of new promotions and speculation as to whom they might be. Two young players have been elevated to this coveted national honour—Mr. George Voigt, New York, and Mr. Donald Moe, Portland, who are definitely in the eight, and Mr. Maurice McCarthy, jun., New York, is a new recruit as reserve. Otherwise the team is composed of well-known players, all of whom have been in Britain in one or more of the international contests. Here is the team list:—

R. T. Jones (Atlanta), capt.
Harrison R. Johnston (St. Paul).
G. Von Elm (Detroit).
Francis Outmet (Boston).
G. Voigt (New York).
Dr. O. F. Willing (Portland).
Jesse Sweetser (New York).
Donald K. Moe (Portland).
Reserves—R. Mackenzie (Washington) and M. McCarthy, jun. (New York).

About the old campaigners there is no surprise. Mr. Francis Outmet at his age 37 might well be a back number in a country where they catch their golfers young and mature them early, but since 1913 he has been right in the front of American competition.

FOOTBALL

Trouble at Falkirk

Owing to bad weather and the state of the grounds, the Falkirk Rangers and Celtic-Hamilton Academic League games were not played on January 18. Spectators had been admitted to the Falkirk enclosure before the referee declared the game could not go on and there was some trouble, though not of a serious character, before the money was returned to a demonstrative crowd. It was stated that about 227 more had to be "returned" than had been received. Chief interest in the day's play was centred in the doings of the clubs who are in danger of reformation.

There were three in a serious position, the Hibernians, Dundee United, and St. Johnstone, and they won, lost, and drew respectively. It was a dramatic one-goal victory the Hibernians gained. The last kick of the game brought out the goal, and it came from a "penalty" for a foul on Dobson. Taylor, a half-back, was the successful marksmen. On play the Hibernians should have won by three goals or so.

Dundee United also lost by a large goal. Dundee were their opponents. St. Johnstone at home

yielded a point to Cowdenbeath, and the Fivers were a little lucky to get anything out of the game.

Amateur's Big Victory

A splendid victory was gained by Queen's Park at Kilmarnock. They won by five goals to one.

St. Mirren also had remarkable victory. Playing at Paisley they beat the Heart of Midlothian by six goals to two after the latter had opened the scoring and been on equal terms at half-time. It is becoming quite a common thing for the Hearts to be defeated after scoring the first goal. Their defence let them down. King had a very unlucky day, and Harkness was again at fault in conceding a goal. Aberdeen defeated the Ardronians, who are very near the danger quarter; Motherwell beat Clyde; and Partick Thistle proved too good for Morton.

RUGBY FOOTBALL

Scottish Leaders Escape Again

Nothing out of the common happened in Scottish Rugby in mail week. There was no change in the positions of the clubs who have any chance of gaining the championship title. The Edinburgh Academical, however, had one more narrow escape. These are becoming almost chronic with them nowadays. People say that first defeat is bound to come, but it never does. They are still on the right road for the championship, which they have not won since 1906. They beat Gala at Edinburgh by a goal and a try to two tries, and they had not the better of the game. The Borders were unfortunate to lose, and yet had themselves to blame. They failed to convert into a goal either of their scores, one of which was got in good position, whereas the Academicals had a conversion which would have been excusable had it not been made.

F. Ranken was the match-winner. He kicked the goal, and also obtained both his side's tries. Moreover, he was the only Academical back who could do anything in attack. G. P. S. Macpherson had another poor day. All round, however, the defence was good. The Gala forwards excelled in the first half at the end of which the side led by three points, but the Academical eight had more of the play later, though towards the end the Borders men came again. The Gala backs let the side down; they should have made something of their chances. Both the visitors' tries came from forwards.

Unreasonable Horror

Is the remedy, then to play the matches at the week-ends? Opinion on the issue is divided, and it will be interesting to await the result of the conference. Saturday matches were tried out a few seasons ago, but they were renounced because it was felt that they interfered with club games.

The decision, however, was not the outcome of a vote taken among all prominent rugby club players, and there are many to-day who admit that they would like to see county championship games played on Saturdays when really representative teams could be fielded.

The bogey that is hovering in the background, so far as I can see, is the almost unreasonable horror some of these clubs have of what they term "competitive" games so much so that they will not release their men if it is going to upset the ordinary fixture.

BOXING

Dickson's Triumph

Mr. Jeff Dickson staged another bumper boxing tournament at the Albert Hall, London when Teddy Baldoek beat Emile Pladner, the Frenchman on a four Dickson must have felt triumph running through his veins because it is the first show he has put on since the British Boxing Board of Control invited him to apply for a licence and later granted him one as a sequel.

For about a year, Jeff Dickson had been applying to the Board to grant him a promoter's licence. But they refused steadfastly each time on the grounds that he was an American, resident in Paris and therefore not qualified to promote matches in Britain. He defied the Board, came to England and put on some of the most attractive shows. Threats to place a ban on all those who fought for him were not availing and it is something of a climb down on the part of the British authorities that they should in the end have to invite him to apply.

BILLIARD

Lindrum and Davis

Current interest in the billiards world will find a new focus in the match which will begin in London between Walter Lindrum and Joe Davis, the British Professional Champion. This will be one of the biggest try-outs of Davis's career, and though he is not expected to win he has been performing well since his necessary change over to composition balls, and it will be interesting to see how he holds the Australian. Lindrum estimates the skill and future of the young professionals, Leigh and Sydney Smith, whom he has now seen in action. The Willie Smith-McConachy match has been a big draw in Edinburgh, and at the beginning of mail week was shaping for a rousing finish.

Lindrum's Secret

"Walter Lindrum's secret" runs a headline in the newspaper describing the exhibition given recently by Tom Newman, who held the British Billiards Championship for six years before losing it to the present holder, Joe Davis. Newman was giving a demonstration of top of the table play, which is a feature of all Lindrum's great breaks, and while a perfect mastery of this aspect of the game is undoubtedly the greatest factor in his success, there is another factor. And though it savours of the unapparent, let no one think that one is hinting at some mysterious force at work.

Shadow of Gray

Before Lindrum arrived, it may be recalled, the critics wondered how he would fare. He had given a remarkable show against Willie Smith, of Darlington, in Australia, but the bad luck of Australia in Britain had become almost traditional. George Gray alone among them had done anything consistent with his form "down under."

When Walter Lindrum arrived he knew this, and was determined to alter the state of affairs. He remembered the feats of Gray, who turned out four-figure breaks almost to order, and topped the 2,000 mark in a red ball break.

They were an inspiration, but it is likely that even he expected to emulate his fore-runner so closely? Walter Lindrum's secret is in three parts: (1) A complete mastery of every phase of the game; (2) complete confidence in his ability; and (3) a determined effort to vindicate his fellow countrymen by reversing the opinion which circumstance has forced on people in Britain.

RACING

Young Tom Leader

Thomas Edward Leader, son of the famous Newmarket trainer, has just earned for himself a rare distinction.

He trained Burgee, and then rode him to victory in the Club Hurdle Race at the Manchester Meeting under the National Hunt Rules.

Young Tom Leader has not long had his trainer's licence, but when it was issued to him, he took over the horses previously controlled by his father.

His father is one of the most prominent of all trainers. Everyone knows of Tom Leader, even those who never take more than a passing interest in horse racing. Furthermore, young Tom has to continue the success he has won as a jockey, the most notable example being the winning of the Grand National in 1927.

Portable Totes

A further step in the installation of fully equipped portable electrical totalisators will be taken in the next few weeks, says the Sporting Life.

The British Automatic Totalisators, Ltd., in conjunction with Ericsson Telephone, Ltd., have been engaged in the construction of a new machine at Folkestone, and this will shortly be demonstrated to race-course executives and representatives of the Press.

On the same day there will be a similar demonstration at Thirsk of a machine manufactured by the British Thomson-Houston Co. and the Automatic Telephone Manufacturing Co.

A totalisator was in operation at Folkestone during the last flat-racing season, but although it had an electrical indicator, it was of the hand-worked type. The new machine is entirely automatic, and no ticket recording a bet can be obtained until the bet has been registered and shown on the indicators.

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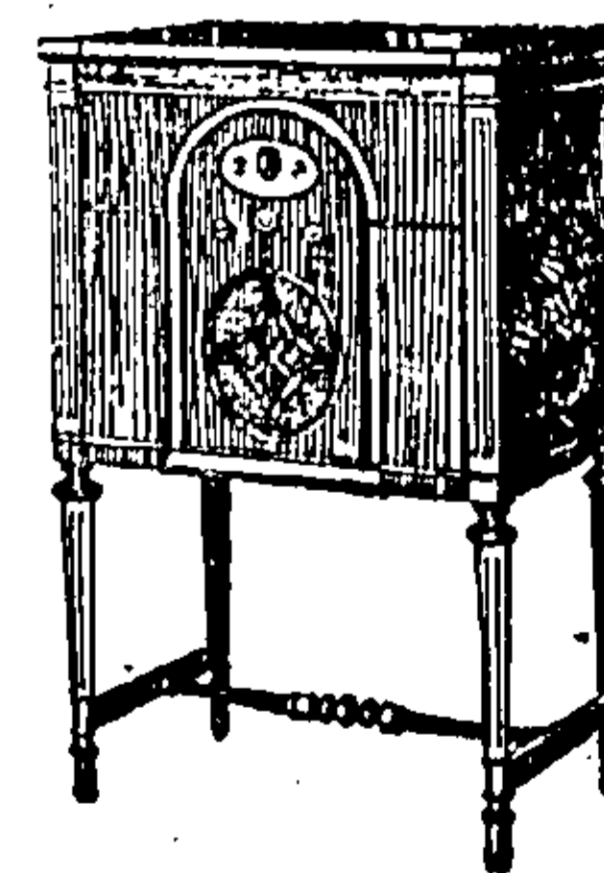
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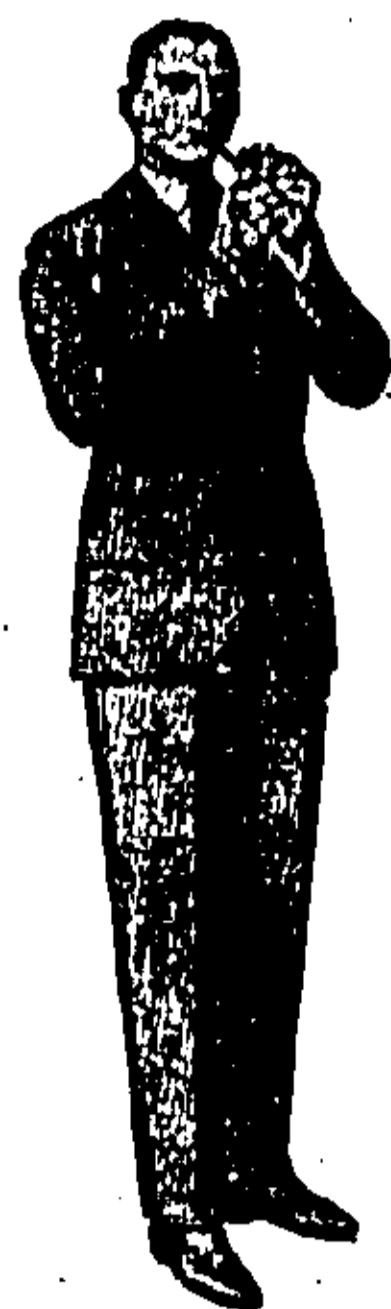
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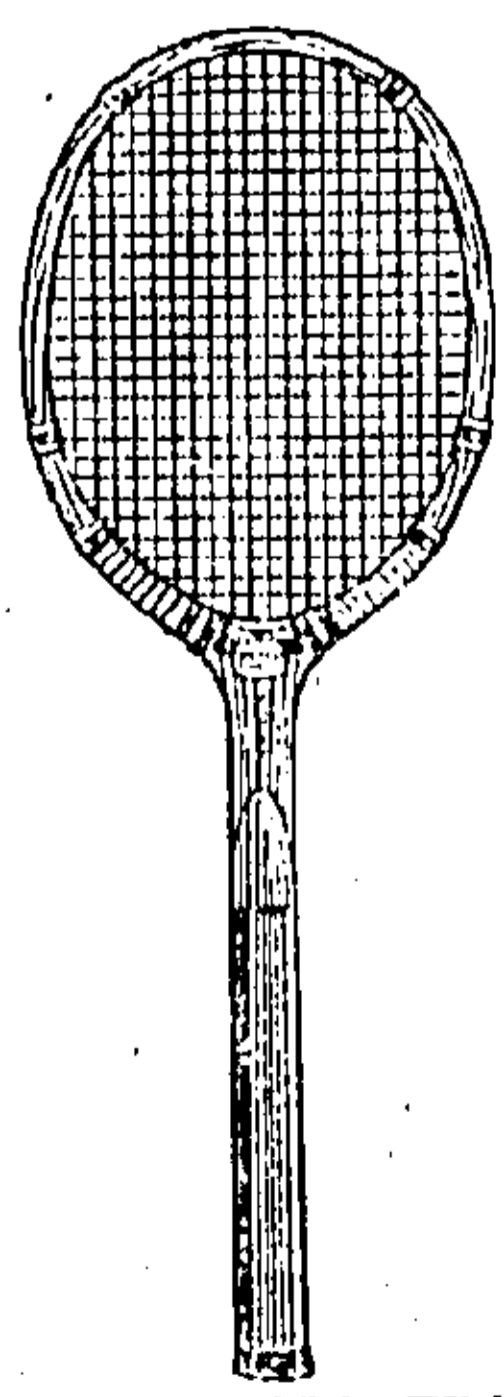
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SHIELD AND LEAGUE FOOTBALL

Kowloon Seniors Crushed

SOUTH CHINA AND NAVY TO MEET AGAIN

Chinese "B" and Eastern Win

The greatest shock of the day yesterday came from Caroline Hill where Kowloon met their Waterloo by being over-run by the Somersets. This game is all against their splendid Shield record and if the Somersets can keep their form of yesterday they should be well in evidence when they meet the winners of the South China-Navy contest.

In spite of extra time being played both South China and the Navy failed to find the net. The re-play should result in the Navy qualifying to meet the Somersets in the final.

Both junior semi-finals were decided by the odd goal. Chinese "B" and Eastern are the finalists by beating the Somersets and Kowloon by two goals to one and three goals to two, respectively.

In the senior League games the Police disappointed by being beaten by the "Saints," whilst the Chinese Athletic lost a valuable point to the "Gunners" by sharing six goals.

Runaway victories were recorded by South China "A" and the Navy with South China "B" had to part with a point to Ewo. The "Gunners" defeated the Club by the only goal scored.

RESULTS AT A GLANCE

SENIOR SHIELD SEMI-FINALS

* South China	0	* Navy	0
Somersets	3	Kowloon	0
* After extra time.			

JUNIOR SHIELD SEMI-FINALS

Chinese "B"	2	Somersets	1
Eastern	3	Kowloon	2

DIVISION I

Police	1	St. Joseph's	2
R.A.	3	Athletic	3

DIVISION II

University	0	Navy	6
South China "A"	8	St. Joseph's	1
South China "B"	3	Ewo	3
R.A.	1	Club	0

LEAGUE TABLES TO DATE

Division I.						Division II.									
	P.	W.	D.	L.	Goals.		P.	W.	D.	L.	Goals.				
K.O.S.B.	20	11	6	3	45	21	28	23	2	3	113	17	48		
Royal Navy	18	11	6	3	40	20	27	Royal Navy	20	16	3	2	71	13	35
Athletic	17	11	3	3	40	18	25	St. China "A"	17	14	2	1	53	13	31
Somersets	14	9	3	2	34	10	20	Chinese "A"	17	14	2	1	53	13	30
R.A.	19	9	2	8	31	31	20	Somersets	21	13	3	5	54	27	29
South China	15	8	3	4	28	12	19	Kowloon	18	8	2	7	27	35	18
Kowloon	15	6	3	6	30	23	15	St. Joseph's	18	7	3	9	40	45	17
Club	15	2	4	9	18	32	8	Eastern	18	7	2	9	29	39	16
St. Joseph's	18	4	0	14	15	57	8	R.A.	22	6	3	13	23	47	15
Recreio	13	2	1	10	14	38	6	S. China "B"	18	5	3	10	20	54	13
Police	18	2	1	13	17	45	5	Chinese "B"	19	5	2	12	24	45	12
Includes two points conceded to the Navy by St. Joseph's on March 1.						Table for Division II includes points awarded against teams failing to fulfil their fixtures as follows:—									
Somersets two points against R.A.M.C. for December 21.						R.A.M.C. two points against Chinese "B" for February 1.									
Ewo two points against R.A. for January 25.						Kowloon two points against R.A. for February 1.									
University two points against Chinese "B" for February 1.						University two points against R.A. for February 12.									

Senior Shield Semi-Final

SOUTH CHINA v. NAVY

These teams met on the Club ground, Happy Valley, a hard and fast game ending in a goalless draw after extra time. Mr. W. E. Hollands lined up the following teams:—

South China: Pau Ka-ping; Tam Kong-pak, Lau Mau; Leung Yin-chai, Wong Mai-shun, Leung Wing-tak; Cheng Shiu-hong, Pau Ka-ling, Pau Ka-chuen, Ip Pak-wah, Ip Yun-sun.

Navy: Jarvis; Cordory, Ward; Timberlake, Hughes, Evans; Thompson, Gray, Peacock, Potts, Hisecock.

A Goalless Game
The Navy kicked off, but South China were first to settle down and attacked strongly. Ward cleared and the Navy forwards got moving when, from Peacock's pass, Thompson put behind.

At the other end Cordory fouled Ip Pak-wah, who had to leave the field for attention. From the free kick Wong Mai-shun shot over. The Navy transferred and Thompson put across a good centre, but no one was in position to put the finishing touch to it.

Ip Pak-wah returned and South China forwards put up a strong attack. Jarvis did well to clear a shot from Cheng Shiu-hong when hampered by two opponents, and then Ip Pak-wah and Pau Ka-ling just missed with headers.

Navy Transfer Play
The Navy now transferred play and forced a corner on the right, but from the flag kick Timberlake put behind. Then Potts tested Pau with a strong drive which the goalkeeper cleared well. In the next minute he was lucky to clear a snap from Peacock.

South China returned and Wong Mai-shun tried a long shot, but Jarvis cleared well and the Navy forwards transferred play to the other end, where Potts and Evans went close with good shots. South China came again and from Cheng Shiu-hong's centre Jarvis saved well when he dived and took the ball from Pau Ka-chuen's feet. They then forced two corners,

but both were cleared and the Navy forwards attacked and forced a fruitless corner. After a good run Ip Yun-sun put in a strong shot which Jarvis was lucky to clear after fumbling badly.

A foul against Hughes looked dangerous, but Jarvis cleared well and the Navy left got moving and, after some nice play, Peacock put in a strong drive which Pau held.

At the other end Jarvis was called upon to clear a good shot from Cheng Shiu-hong. Just before the interval the Navy forced a corner, but Timberlake shot behind and the whole went to conclude a well-contested first half with honours even.

Half-time:—South China 0, Navy 0.

Forced Corner Cleared
After the interval South China attacked, but Ip Pak-wah shot wide and play was transferred for the Navy to force a corner on the left, which was cleared. At the other end a promising attack by the South China forwards was spoiled through Pau Ka-chuen being in an off-side position.

Ip Yun-sun made a good run on the left and from his centre Pau Ka-chuen missed badly. The Navy forwards got through and Lau Mau cleared when things looked dangerous.

From a pass by Hughes, Peacock just missed by inches with a fast drive. South China returned and Ward miskicked for corner, but this was cleared. Ip Yun-sun returned and Jarvis cleared well. At the other end

Peacock sent in a fast drive from 30 yards which went just over the bar with the goalkeeper out of position.

South China returned to the attack and Pak Ka-chuen put in a fast one but Jarvis brought off a great save when he threw himself full length and tipped the ball round the post, the corner kick being cleared. The Navy forced a corner but Hisecock shot behind and then Thompson just missed.

The Navy continued on the aggressive and Peacock headed just over from Thompson's centre.

The fast pace set at the beginning now began to tell and play was confined for some time to midfield. Then the South China left got moving and Pau Ka-chuen just missed. They, however, continued to press and forced two corners which were cleared. The Navy got to the other end, where a long shot by Evans was well cleared by the goalkeeper, and Peacock went close with a fast shot. In the next minute the same player put in a good shot which Pau saved at the expense of a corner, from which nothing resulted. The Navy continued to be aggressive, but the whistle went with the score sheet still blank and extra time had to be played.

Full time: South China 0, Navy 0.

Extra Time

On commencing the extra time the Navy had most of the play and forced a corner on the right, which was cleared, and then Pau cleared well from Gray. South China attacked and, when tackling an opponent, Ward was injured and had to leave the field for a few minutes. The Navy forwards returned and Pau had two attempts before he cleared Thompson's shot. The teams changed over with the score still blank.

The Navy right got moving, but Thompson's parting shot went behind. From now to the end the Navy had most of the play and the South China defence were kicking to touch when pressed, the final whistle went with neither team having scored.

South China 0, Navy 0.

SOMERSETS v. KOWLOON

On the Caroline Hill ground, Mr. F. Smith lined up the following elevens:—

Somersets: Hall; Huish, Hayward; Troth, West, Harris; Rayson, Knapp, Earley, Baker and Butcher.

Kowloon: Angus; Gillet, Pile C. Hedley, Downman, Miles; Pile T. Cotton, Chubb, McKelvie and Eastman.

The issue of this game was never in doubt. The "Sats" had things much their own way and a three clear goals victory was not a surprising result. Baker in Bewley-Bull's place was equally as good.

An Early Goal

The "Somersets" won the toss for Kowloon to raid from the kick off. They were repulsed and Butcher, running down his wing, sent in a good centre for Knapp to head into the net—a first minute goal!

From the place kick the "Sats" pressed and Earley put over. Returning, the soldiers surged round Kowloon's goal and Gillet effected a fine clearance. Knapp then sent in a terrific shot just to miss. Kowloon then worked their way forward for Chubb to put over, and in the next minute he shot straight at Hall, who cleared. A good effort by Eastman was held. Rayson tried his luck but missed and Earley's drive was deflected by Angus for a corner, the flag kick being cleared. Kowloon are now kept on the defensive with Angus a little shaky in dealing with shots from Baker, Earley, and Knapp. Chubb broke away and dribbled cleverly, but kept the ball too long to get in an effective shot. Good passing by the "Sats" front line left Kowloon's defence standing, but the final shot was held by Angus.

Half-time: Somersets 1; Kowloon 0.

Soldiers Again Score

Soon after the resumption Kowloon gained a corner which did not bear fruit. Butcher then got away, but his parting shot went wide. A pass from West saw Angus run out to meet it, but Earley nipped and bent Angus in the run to lob the ball over his head to register the "Sats" second goal.

When nicely placed Earley was pulled up for offside. Rayson ran through only to drive straight at Angus. The play was then transferred for Pile's centre to be put over by Downman. Cotton attempted a solo effort but Hayward called a halt. The "Sats" came to the front again completely to dominate the play. Butcher ran up and Earley took his centre and flanked the ball into the net.

With the soldiers complete masters, shots came from all of their front line, once when Angus was lying on the ground Pile cleared—lucky for Kowloon. The latter tried to make a final effort but with the "Sats" defence ready little progress could be made. In the closing stages Angus had a better time in goal but he was successful in keeping all further efforts out.

Result:—Somersets 2; Kowloon 0.

Junior Shield Semi-Finals

CHINESE "B" v. SOMERSETS

On the Club ground, before a large crowd, the following teams lined up:—
Chinese "B":—Fung Hing-tong; Wong Shui-wah, Wong Shu-ping; Ng Pak-lau, Lai Kwok-chul, Ng Tak-wing; Chow Ying-chung, Lo Chai-wau, Lo Hung-ching, Shek Pui-tim and Lee Tong.

Somersets:—Verrier; Neil, Fothergill; Savager, Mead, Legg; Palmer, Guest, Demmond, Layshon and Evelt.

"Hands" Against Mead

The Somersets won the toss and elected to open play facing Morrison Hill, going straight to the attack. Demmond drew the Chinese defence and slipped the ball to Evelt, but the latter player was robbed in the nick of time by Wong Shui-wah.

Play was then confined to midfield for a time until Mead, in trying to clear his lines, had the misfortune to handle. The resultant free-kick looked very dangerous for the "Sats" and Verrier did his side good service by clearing with several awkward ground shots.

Lo Hung-ping sent in a good low drive which appeared to have Verrier beaten all the way, but he succeeded in tipping out for Fothergill to receive and make a good run up the field, where he was stopped by Lai Kwok-chul.

With the defence on top, the play was confined to midfield for some time minutes, until Mead tried a long shot, to miss the crossbar just by inches.

Raid by Chinese

Lo Chai-wau then came into the picture and made several raids on the left, but he found Neil ready for his thrusts. With the Somersets putting on pressure the Chinese were kept to their own half, Mead putting a first-time over the bar.

The midfield play was of a high order, some very neat passing being witnessed, until Palmer broke away to test Fung Hing-tong with a hard drive, which Fung did well in keeping out.

At the other end Evelt sent over a good centre, but Guest handled the ball when in a good scoring position, thus spoiling a good chance to open his side's account. The Chinese became very aggressive and flashed the ball about to get the "Sats" on their heels, Neil saved a certain goal with Verrier out of position.

Continuing the attack, the Chinese brought about a melee in front of the Somersets' goal for Lo Chai-wau to deliver a fast ground shot. Verrier dived full length, but he was too late. This reverse roused the "Sats" to even greater efforts, but Wong Shui-wah and Wong Shu-ping broke up their thrusts.

The Chinese front line then got on the move again and Lee Tong passed to Lo Hung-ching, who drove in a fast, low shot well out of the reach of Verrier. The interval arrived with the "Sats" a little unlucky in being two goals down.

Half-time: Chinese "B" 2, Somersets 0.

Soldiers Change Tactics

Upon resuming, the Somersets changed their tactics by indulging in long passes and long shots at goal, but their efforts lacked sting until Mead got close by grazing the crossbar, leading onlookers to believe that the "Sats" had opened their account.

Continuing the attack, the Chinese were having a warm time of it, and by packing their goalmouth, just managed to keep out several dangerous shots that came from the Somersets' front line. With the soldiers out of luck, play was transferred to the other end for Verrier to save from Lee Tong at the expense of a corner, the flag-kick being cleared.

Further advances by the Chinese were repulsed by Neil and Fothergill for the "Sats" to gain the upper hand for a time. By again packing their goalmouth they succeeded in charging down all drives, being particularly lucky in keeping out a good shot from Palmer.

Again to the attack by good combination, a good scoring chance was spoiled by offside. At the other end Chow Ying-chung grazed the crossbar. A further thrust then came from the soldiers and success rewarded them at last by the aid of Layshon, whose drive had Fung Hing-tong beaten all the way. The success encouraged the "Sats" keenly to contest the closing stages for the equaliser, but time arrived to find them the vanquished by the odd goal in three.

Result: Chinese "B" 2, Somersets 1.

EASTERN v. KOWLOON

On the Caroline Hill Ground

Sergt. Bunting lined up the following elevens:—

Eastern: Silva; Rumjahn, Bahman; Lui Chung-tan; Cheung Tappun, Ng Laung-kau; Sabhan, Saltah, Leonard, Moosa and Lee Bing-tong.

Kowloon: Herbert; Guest, Hunt; Billas; Easterbrook, Nicholls; Moore, Hawk, King, Dixon and Bickford.

Well-Deserved Win

Eastern passed into the Final with a well deserved win over Kowloon by three goals to two. Chances missed and slowness brought about Kowloon's downfall.

Kowloon won the toss, and Eastern attacked from the kick-off for Lee Bing-tong to test Herbert with a hard cross shot, which was cleared. The ball travelled to each half alternately with both defences backing up well.

A good run down by Moore finished with a good centre, which went begging, as no other forward was in line to convert it. A fast shot from King was well saved by Silva.

Eastern now proceeded to keep Kowloon panned in and shots by Leonard, in particular, and also from Moosa, were saved well by Herbert. Lee Bing-tong was much in the picture, his centres being well-placed.

Guest tackled well and saved a number of dangerous situations. Kowloon then got clear and a centre from Moore was met by Dixon who shot into the side of the net.

Kowloon forced a corner and Leonard to receive the flag kick and shoot hard just over. At the other end Kowloon gained a corner, but the flag kick was cleared.

From a rapid Eastern opened up the scoring by the aid of Moosa, and returning to the attack, Kowloon's defence were kept busy for a time. Kowloon then took up the running for a good header from King to just miss the mark. Dixon repeated the performance a little later. The interval arrived with Eastern one goal up.

Half-time:—Eastern 1, Kowloon 0.

Goal Scorer Injured

Upon resuming Leonard broke through to drive over, and Lee Bing-tong also went very close. At the other end Kowloon's raid ended in Bickford, who was well-placed, putting inches wide of the post. Eastern obtained a corner and from the flag kick Leonard shot hard to bring Herbert to his knees, effecting a great save.

A run down and a centre by Lee Bing-tong to Moosa, who was standing unmarked, ended in a rising shot which beat Herbert all the way.

Leonard received a minor injury and has to leave the field for a while, returning to take part in some good play. Eventually, by a solo effort he worked through to crown his effort by finding the net, his left foot drive curling past Herbert.

Kowloon put up a spirited attack and scored through King. Continuing the attack, further success came by the aid of Dixon. The final whistle sounded with Kowloon still attacking.

Result:—Eastern 3, Kowloon 2.

Division I

POLICE v. ST. JOSEPH'S

At the Stadium the "Saints" defeated the Police in a very evenly contested game by the odd goal in three.

Mr. Mackie lined up the following players:—
Police: Clarke; Fraser, Williams; Carruthers, Oran Bentley; Gowans, McGreavey, Valentine and Talbot.
St. Joseph's: McGowan; Gomes, Sousa; Omar, Bayley, Skinner, Wee Tong, Gutierrez, Sanson and Jackson.

"Saints" Open Account
The kick off was taken with both sides a player short. The "Saints" were the first to attack, but Sanson failed twice by tamely shooting at goal. The Police then set up an attack to force two corners in quick succession, but the flag kicks were cleared.

The "Saints" opened their account through Gutierrez, who found the net after Clarke had only partially cleared from Wee Tong. This reverse spurred the Police on to better efforts and they kept their opponents on the defence for some minutes, but with Gomes and Sousa playing well they held out. From a breakaway by Wee Tong, Gutierrez put his side further ahead.

The Police scored by the aid of Valentine, who cleverly evaded Gomes's tackle to draw McGowan from his charge, and lob the ball into the net. The interval arrived with the Police attacking and on the run of the play, they did not deserve to be in arrears.

Half-time: Police 1, St. Joseph's 2.

Police Determined

After the resumption the Police seemed determined to get on terms, but with the "Saints" contesting well they were well held. A number of corners fell to the Police but not one was driven home. Valentine was too closely watched by Skinner to become a danger, but he did well in keeping his forwards together. The closing stages of the game went in favour of the Police, who could not get near enough for effective shots.

LOCAL CRICKET

Two Individual Centuries Recorded

HONG KONG'S ROSY PROSPECTS

Club de Recreio's Chance for the Table

There were two fixtures only in the League yesterday (both in Division II), but the cricket, on the whole, which included four friendly matches, was bright and interesting.

Two individual centuries were recorded, the wickets, after the recent heavy rains, proving a great factor in the bright exhibitions.

The Hong Kong C.C. 2nd XI accounted for a serious rival in the Police R.C. and are, once again, at the top of the table, where they have the rosier prospects of remaining. The Club de Recreio, who were not engaged in the League yesterday, are the only side who have a remote chance of usurping the place of the H.K.C.C.

In the other League fixture, the second team of the Indian R.C. climbed two rungs in the ladder by defeating the Royal Army Ordnance Corps.

"Ewo" drew first blood at the expense of "Wayfoong" in the first of the triangular hong matches, when the three principal business houses in the Colony (Messrs. Jardine, Matheson & Co., Butterfield and Swire and the Hong Kong and Shanghai Bank) settle their "cricket argument" each year.

League II

POLICE R.C. v. H.K.C.C. 2ND.

At Happy Valley, the Police R.C. lost to the Hong Kong C.C. 2nd XI by three wickets.

The home team were dismissed for the small total of 66, Divett (5 for 22) and Hutchison (4 for 13) being chiefly responsible for this collapse. Meadows (28) and King (17) were the only batsmen to reach double figures.

Armstrong, going in first for the winners, carried his bat for 100 runs in a magnificent innings. The H.K.C.C., however, did not have matters all their own way, as, with the loss of six wickets, they had only put together 15 runs. Scores:—

Police R.C.					
T. R. Hunter, b. Divett	3				
W. E. Meadows	28				
Hutchison	4				
C. F. Alexander, b. Divett	4				
W. E. B. Sparrow, b. Divett	0				
D. G. Baker, c. Hutchison, b. Divett	0				
T. H. King, c. Hutchison, b. Divett	17				
R. Wynne, c. Bonnar, b. Hutchison	8				
F. Sherry, c. Armstrong, b. Bonnar	4				
W. Thompson, b. Hutchison	0				
A. Reynolds, not out	0				
E. Post, c. Gahagan, b. Divett	1				
Extras	1				
Total	66				

BOWLING ANALYSIS	O.	M.	R.	W.
Divett	17.3	5	22	5
Ashworth	2	0	6	0
Bonnar	13	4	23	1
Hutchison	3	1	13	4

H.K.C.C. 2ND XI					
J. J. Armstrong, not out	100				
G. P. Lamont, c. Meadows, b. Alexander	0				
O. E. G. Martin, lb.w., b. H. G. Baker	2				
R. K. Hopburn, run out	2				
R. M. Wood, lb.w., b. Alexander	2				
J. D. A. Hutchison, c. and b. Alexander	0				
C. E. Gahagan, c. Hunter, b. Alexander	0				
G. E. R. Divett, c. Wynne, b. King	8				
J. L. Bonnar, at Hunter, b. Post	15				
E. R. West, at Hunter, b. Post	0				
J. H. Ashworth, lb.w., b. Post	12				
Extras	6				
Total	155				

BOWLING ANALYSIS	O.	M.	R.	W.
Alexander	10	2	42	4
R. G. Baker	13	1	47	1
King	4	0	19	1
Thompson	4	0	18	0
Post	2	0	23	3

I.R.C. 2ND v. R.A.O.C.

At Soekumpoo, the Indian R.C. 2nd XI defeated the Royal Army Ordnance Corps by 92 runs.

Scoring consistently, the home team set their opponents 143 runs to win the principal contributor being Mohamed, with 28 to his credit. Wisner was in good form with the ball, capturing six wickets for five runs apiece.

The Indian bowlers were in rather better form than usual, and backed up by a smart field, they skidded the R.A.O.C. out for 50 runs. Towards this total, Turner contributed 33. Sirdar Khan accounted for four wicket for 10. M. R. Abbas three for 5 and A. S. Suffad two for 4. Scores:—

INDIAN R.C. 2ND XI					
M. P. Madar, run out	8				
A. R. H. Emmali, c. Wells, b. Wisner	0				
A. S. Suffad, c. Smith, b. Redmond	12				
D. Mohamed, b. Wisner	28				
A. R. Suffad, c. Turner, b. Wisner	19				
F. M. el Arculli, lb.w., b. Wisner	8				
J. S. Aekher, c. Moran, b. Redmond	24				
Sirdar Khan, b. Redmond	11				
S. Jamali, b. Wisner	14				
H. T. Barman, not out	2				
Extras	14				
Total	142				

BOWLING ANALYSIS	O.	M.	R.	W.
Wisner	10.5	4	30	6
Redmond	11	0	64	3
Moran	5	0	34	0

H.A.O.C.

Cpl. Ackerman, c. M. P. Madar, b. Sirdar Khan

accounted for seven wickets each for 27 and 35 runs respectively.

The batting, on the whole, was not up to standard. Scores:—

Indian R.C.					
A. el Arculli, lb.w., b. Owen Hughes	2				
A. H. Madar, lb.w., b. Owen Hughes	13				
O. Ismail, b. Owen Hughes	0				
A. R. Minu, run out	10				
H. R. Iranli, c. Butler, b. Beck	0				
S. A. Ismail, b. Beck	0				
R. Nazarin, c. and b. Owen Hughes	0				
A. M. Ramjahn, b. Owen Hughes	0				
A. T. Barman, not out	1				
A. R. Abbas, b. Owen Hughes	0				
M. U. Razack, c. Beck, b. Owen Hughes	2				
Extras	1				
Total	30				

BOWLING ANALYSIS	O.	M.	R.	W.
Bowler	4	2	5	0
Owen Hughes	13	2	27	7
Beck	4	0	10	0
Beck	4	1	2	2

Hong Kong C.C.					
E. R. Duckitt, lb.w., b. A. R. Minu	24				
K. H. Butler, b. A. H. Madar	17				
E. J. R. Mitchell, b. A. R. Minu	2				
G. Walsh, c. Iranli, b. A. R. Minu	10				
H. Owen Hughes, not out	1				
A. C. I. Bowker, c. A. el Arculli, b. A. R. Minu	3				
A. R. Minu	0				
A. R. Minu	0				
A. R. Minu	0				
A. C. Beck, c. Iranli, b. Iranli	0				
H. Bullock, c. A. el Arculli, b. Iranli	0				
W. Harris Walker, b. A. R. Minu	11				
Extras	4				
Total	90				

BOWLING ANALYSIS	O.	M.	R.	W.
Iranli	12	1	25	2
A. R. Minu	11.2	0	35	7
A. H. Madar	7	1	8	1

Civil Service v. K.C.C.					
At Happy Valley, the Civil Service C.C. drew with the Kowloon C.C.					

A feature of the match was the splendid batting of the visitors, who compiled 259 runs for three wickets, declared. E. F. Pincher distinguished himself with a capital innings for a century (103 not out), while F. I. Zimmern, who scored 76, was in another of his happy moods.

Civil Service averted a crushing defeat thanks mainly to an unexpected stand by Holdman, who hit up 21. Barrow (33 not out) was, however, the top-scorer of his side. Scores:—

K.C.C.					
E. C. Pincher, lb.w., b. Strange	32				
C. H. Hung, c. and b. Baker	2				
F. F. Pincher, not out	103				
F. I. Zimmern, c. McDougall, b. Baker	76				
W. Brace, not out	30				
Extras	10				
Total (for 3 wks., dec.)	259				

Civil Service C.C.					
H. A. Gregory, F. Goodwin, A. T. Lee, G. A. V. Hall, D. Laing, N. H. Ross did not bat					

BOWLING ANALYSIS	O.	M.	R.	W.
Baker	13	2	63	2
Kelly	15	0	84	0
Edmonds	4	0	33	0
Strange	3	0	21	1
Paterson	3	0	22	0
Evans	3	0	20	0

Civil Service C.C.					
F. J. de Rome, c. Hung, b. Goodwin	23				
D. M. McDougall, b. Goodwin	1				
H. E. Strange, c. Ross, b. Hung	32				
P. Baker, b. Goodwin	5				
R. S. W. Paterson, b. Goodwin	0				
F. I. Holdman, c. E. C. Pincher, b. Brace	21				
D. R. Kelly, b. Ross	2				
W. H. Edmonds, not out	2				
Extras	3				
Total (for 7 wks.)	111				

B. D. Evans, R. T. Taylor did not bat.					
B. D. Evans	15	0	84	0	
R. T. Taylor	4	0	33	0	
Edmonds	3	0	21	1	
Strange	3	0	22	0	
Evans	3	0	20	0	

Civil Service C.C.					
F. J. de Rome, c. Hung, b. Goodwin	23				
D. M. McDougall, b. Goodwin	1				
H. E. Strange, c. Ross, b. Hung	32				
P. Baker, b. Goodwin	5				
R. S. W. Paterson, b. Goodwin	0				
F. I. Holdman, c. E. C. Pincher, b. Brace	21				
D. R. Kelly, b. Ross	2				
W. H. Edmonds, not out	2				
Extras	3				
Total (for 7 wks.)	111				

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D. M. McDougall, b. Goodwin	1				
H. E. Strange, c. Ross, b. Hung	32				
P. Baker, b. Goodwin	5				
R. S. W. Paterson, b. Goodwin	0				
F. I. Holdman, c. E. C. Pincher, b. Brace	21				
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D. M. McDougall, b. Goodwin	1				
H. E. Strange, c. Ross, b. Hung	32				
P. Baker, b. Goodwin	5				
R. S. W. Paterson, b. Goodwin	0				
F. I. Holdman, c. E. C. Pincher, b. Brace	21				
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R. S. W. Paterson, b. Goodwin	0				
F. I. Holdman, c. E. C. Pincher, b. Brace	21				
D. R. Kelly, b. Ross	2				
W. H. Edmonds, not out	2				
Extras	3				
Total (for 7 wks.)	111				

B. D. Evans, R. T. Taylor did not bat.				</
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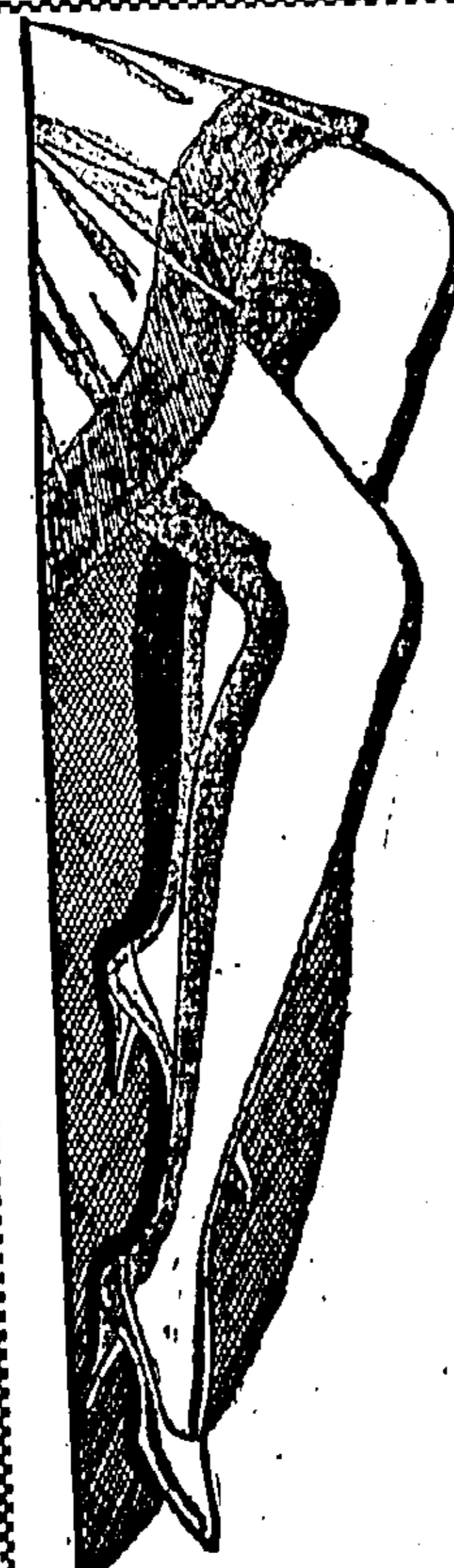
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The Chinese peasants of the New Territories are simple, industrious people and, as a rule, friendly disposed to the foreign devils who occasionally disturb their rural peace. The appearance of a European, striding through the villages in shorts, open-necked shirt, with a haversack slung across his shoulders and a stick in his hand seldom fails to excite a mild curiosity. No doubt, if he be of unusual appearance, he will be the subject of gossip and conjecture in the villages until twilight. The weavers of tales will exaggerate the colour of his hair, and his eyes, too, will undergo a transformation, until the humble pedestrian attains in the eyes of the children the attributes of a god, or a monster. The reception he is given is not always encouraging to the walking tourist, however, as is exemplified by one who had occasion to pass through Ho Chung village (on the route to Sai Kung) last Sunday. The advent of his approach was heralded by the barking of vicious dogs, whom the smell of a European seemed to offend. When our friend entered the threshold of the village, the sight of his red hair acted upon the population, both human and canine, as the beggars in the nursery rhyme upon the mediaeval town:

"Hark, hark, the dogs do bark,
The Beggars are coming to town."

The chow dogs snarled and bristled with rage, but the presence of a stout ash plant dissuaged them from biting him at whom they barked. No sooner had he vanquished the first hostile demonstration than a swarm of children, ranging from grubby infants to sturdy swineherds, descended from the village green and besieged the traveller with the familiar cry of "cumshaw." It appears to be a complex of the uneducated Chinese that every European civilian, if not a taipan, must at least carry lumps of largesse upon his person for distribution. Our friend, however,

who had just enough to cover the expenses of the journey, met their requests with a firm refusal. At this, the tone of the unfriendly host at once became insolent, and he was followed for almost half a mile by a procession of cadgers, who were not above jesting him and plucking at his sleeve. At the end of the village there is a handsome temple, the roof of which is decorated with dragons and the clay figures of philosophers who taught courtesy to strangers. The leader of the impudent mob mounted the steps of this building and shouted decisively "Go Hell." This showed that he was acquainted with a common aspect of the English character—possibly he had heard it on the golf course. But by this time the patience of the traveller was exhausted, and cutting a thin stick from a hedge, he turned round and wished it in the air. A monarch's sceptre could not have done more. The wrath of the foreign devil, like that of the prophet who was called "bald pate," was apparent, and the mob dispersed in cowardly confusion.

Receptions of this friendly description, however, are rare, and more often one meets with friendly smiles and nods. The village elders are only too willing to help the traveller on his way by pointing to the quickest route, and sometimes a youth will come forward and volunteer to act as cicerone. In these instances, the traveller is put in a genial mood, carries away a beneficent impression of the village and its inhabitants, and does not begrudge the merited "cumshaw."

Europeans who ironically comment that the man who "hoofs the pad" is an odd person, best not to know, have usually the impression that the countryside of the New Territories is monotonous and uninteresting. That is an entirely false conception, for in the New Territories are to be found scenes of sylvan beauty and rural charm which once seen can never be forgotten. Not to be seen from a car on the circular road, there are places that well repay the arduous ascent of mountains by narrow tracks, which is the only means of access to some of them. From the fastness of a mountain

pass, one may suddenly descend into a fertile valley, where water buffaloes are ploughing the small plots of paddy land, so curiously partitioned by low walls of mud.

Thanks to the Hong Kong Police, the Gladiators have taken up a new sport to while away the time on days when it is too wet to play football. Thus, on the other morning, the Gladiators were busy practising shooting—no, not goal shooting, but with a gun. Of course, any one can understand why the Police close their eyes to it. This shooting business is going to produce recruits for the Sharpshooters' Company of the Hong Kong Police Reserves!

To return to the candy hawkers, finding business none too good, thought of the excellent idea of introducing the new sport to the Gladiators, and as there is an element of gambling to it, the latter immediately took to it like ducks to water. The shooting gallery is a simple contraption for which no patent would be issued, so we are not betraying any secret by describing it. It consists of a narrow table about 2 yards long with two bamboo poles tied to two legs. A white sheet is stretched from pole to pole to form a background. In front of the sheet, three empty cigarette tins are placed on the table, and on these tins are perched rubber balls.

The budding marksman takes shots at the rubber balls with a "pop" gun at one cent a try. If they hit a ball they get some candy as prize; if, as oftener happens, they don't make a hit, then the one cent goes into the pocket of the owner of the shooting gallery. It is a splendid "give and take" game, with more give than take from the point of view of those who patronise the gallery, but some day they will get proficient at it, and then the owner will close down the gallery and think of something else! Who can say how that money is hard to make in Hong Kong?

SUNDAY SALLIES.

Opium cases are a drug in the magistracy market.

"If only women knew . . . they would still ask questions."

Even non-members of the Yacht Club had a punt at Happy Valley yesterday.

A clergyman says if everybody told the truth when speaking it would be a better world. But quiet.

Fifty million lip-sticks are sold in Britain every year.—No wonder so many girls lead a hand to mouth existence.

A man employed as a telephone linesman admitted to the magistrates that he was engaged to three girl operators. The wrong number again.

Judging from the number of articles in the local Press on "what the Press is for," it appears that some people do not know their own minds, and that others have no minds at all.

Lord Aberdeen has defeated a young Boston player in the final of the American national tennis singles championship.—Britons will be Boston about that for a whole year.

How wars happen:—Wilkesden man (charged with being drunk and fighting): What I want to know is what I was fighting about, because the other gentleman is a stranger to me?

The other prisoner: That's what I want to know, because I don't know him!

Trade note: Prices of trips and wrapping-paper remain normal.

A contemporary in Canton, speaking upon affairs in the North, commences with the headline:—Shanghai Warlord Meets Set-Back in Revolt Plan.

Continuing the story on another page, the headline varies in that the "Shanghai Warlord Meets Set-Back in Revolt Plan."

We are left wondering which description is correct.

Racing is now a stable industry here.

Gossip is both "racy" and "snappy."

Having come in like a lamb March is doing a bit of the lion stunt.

Many people who crawl to office in the morning fly from it at 5 p.m.—or sooner.

If fair exchange is no robbery, the lowest exchange in record sounds like Jobbery.

Why not send the Railway clock to the House of Detention when it next goes on strike?

Hints for the amateur actor:—When are your tights not tights? When they are slack.

"Tourist Liner on a Rock" reads a heading.—Tourists are often "on the rocks" toward the end of their travels.

The early morning practice of the birds is now in full swing in Tai Po "more far" for their Spring-time festivals.

Why not have all the school prize distributions on the race course on the same day?—A kind of educational relay race!

The prettiest typists are said to be the most secretive at the Naval Conference.—They even dislike plain-speaking evidently.

With attendance on five race days, including tifins and afternoon teas, and five or six speeches at prize distributions in local educational factories, who would be a Governor?

A tramcar in a Home city was held up in the early hours of the morning by two cats fighting on the roof in the middle of the road.—Cats as Cats can!

An actress who has been playing in a city at Home for several weeks has had sixteen offers of marriage within a fortnight.—Evidently quite a lot of people pity her plight.

Pneumonia is no pneumonia in the Colony.

Why not an amusement tax on some race selections?

Those heavy silver dollars are making outcrops through our pockets.

"Tin falls again"—if it falls many more times it will break its record.

Sir Cecil evidently is showing no clemency toward anti-British propagandists.

The Queen's College Poet Laureate does not draw his inspiration from O.K. sauce.

How did the Jockey Club manage to corner all the sunshine for their five days' annual meeting?

Lord David Cecil says that more should be done for the education of the exceptionally gifted.—We have always felt we were rather neglected.

A Hollywood film star declares that he could live fairly comfortably on an income of £3,000 a year.—Of course, it would mean cutting out a lot of "extras."

Boys are trained to be waiters in one of the classes at Westminster Technical School.—There is no truth in the statement that a course of seven lectures is devoted to "How to get a tip in Aberdeen."

A man at Home has been awarded two shillings and sixpence for finding a P.O. mail bag dropped in the street. That will teach him to be clever and show up a noble institution.

A visitor to a Cardiff doctor has poisoned herself in the waiting room, and, as people are imitative, it is a form of bad manners against which the profession may have to protect itself. Was it not Dr. Jowett, when a Japanese undergraduate threatened to commit "hara-kiri" in the event of failure in his examination, who expostulated, "Not on my carpet, please?"

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HONG KONG, SUNDAY, MARCH 9, 1930.

Revival of the Civic Spirit

EACH year the meeting of the Kowloon Ratepayers' Association is responsible for a demonstration of what is pleasingly termed the "civic spirit." The record of the year's activities is generally such as to engender a wish not only that the other two existing Ratepayers' Associations—of whom so little is heard—were animated with the same conception of publicity and propaganda, but that out of the combined fabric there could be woven one Central Committee able and willing to tackle questions affecting the entire Colony.

It may be recalled that the suggestion formed the basis of several articles in this journal three or four years ago, the last of the series ending with the query: "What has the Kowloon Residents' Association to say to it?" But that body, remarkably vocal on many other topics so long as they affect only Kowloon, has remained strangely silent. If progress is really its watchword it would have been thought that it would have quickly followed the lead given to it and communicated with the other Ratepayers' Associations with a view to the ultimate formation of a Central Committee.

Writing on the subject on October 24, 1926, we referred to the work done by Progress Associations in Australia and Ward Committees at Home, and stated that the only thing in the way of a safety valve here is to be found in the various Residents' Associations on the Peak, Mid-Level, and Kowloon. These—however praiseworthy their work—naturally exclude all the other districts. The latter are "nobody's bairns." Their voice is never heard. Their views may be as equally valuable to the Colony as those Associations mentioned; but, outside papers like the *Sunday Herald* and the *China Mail*, they have few genuine opportunities of making themselves heard.

A dozen "burning topics of the hour" in the past could be cited in support of the suggestion for the formation of a Central Committee or Progress Association representative of every district and representative of every class and creed. Such a body could speak with the voice of the whole community, and not merely for one district. It would be a natural corollary to the existing Ratepayers' Associations. It would be the most democratic effort possible—under existing local legislative conditions—to obtain the cream of public opinion on the many complex questions that arise from time to time. It would be the ideal united body to make representations to the Government on questions of vital concern to the Colony as a whole.

It may be that those who are building their hopes of the creation of a Municipal Council on the remote connection of our Governor-designate with municipal work may be doomed to disappointment. But whether the subject of a Municipality does or does not come within the realm of practical discussion during his regime cannot minimise—but rather accentuate—the real need that exists for a Central Committee. That being so, we are again constrained to ask the new Committee of the Kowloon Residents' Association to consider it carefully and give an expression of their views at an early meeting.

HONG KONG FAIRY STORIES

An Amusement Tax is to be
levied on local Spring "pools."

Unlucky cash sweep tickets are
being conserved for a huge bon-
fire on Empire Day.

Winners of race sweep prizes
are donating 2,000 per cent. to the
Fund for Over-worked Scribes.

Unsuccessful owners and
jockeys at the annual race meet-
ing are presenting an electric
starting gate to the Jockey Club.

A EUROPEAN LIBRARY?

It is impossible to obtain the latest books at the City Hall Library. Not entirely the fault of the Committee, which has only a meagre grant from the Government, the paucity of readable literature in the public library is appalling. The books that have survived destruction are often spotted with the grease of Oriental dishes, and one never can be sure in whose hands they last reposed. What is needed in Hong Kong is a library for Europeans, run and organised by a committee independent of Government aid or interference. A local Book Society should be formed, the membership limited to Europeans, and each member be asked to contribute one new book every month, in addition to his subscription. In this manner the nucleus of a very fine modern library would soon be obtained, and one would be able to read with the comfortable assurance that he would stand a reasonable chance of avoiding typhoid.

A number of Book Circles exists in the Colony, chiefly among Service and Government Officials, but what is required is a library open not to the exclusive five hundred, but to the whole English speaking section of the community. In Kuala Lumpur, the Capital of the Federated Malay States, there is a Book Club run on such lines, and the collection, ranging from the classics to the latest war book, is a quite admirable one. It is a scheme well-worth adopting in Hong Kong, where reading is about the only exercise which prevents our brains from going utterly to rust. Are there any suggestions?

FOOTBALL

(Continued from Page 4.)

Fletcher all the way to open the scoring for his side, with the game but seven minutes old.

In spite of the ground being a little on the heavy side the Chinese were very quick on the ball and too fast for the "Gunners," but the R.A. made an effort for Gill to send his hard drive a trifle wide of the mark. This gave the "Gunners" heart, for they now had a little more of the play, Allen having hard luck when Chan Sik-pul tipped over the bar, the flag kick being cleared.

The Chinese again took up the running and, following a good movement, Ng Kam-chuen shot from close in to beat Fletcher for the second time.

The R.A. put on pressure with determination, with their right wing in prominence, and a good low pass by Fredericks found Allen in a good position to find the net with a drive from Chan Sik-pul's reach. The interval arrived to conclude a keenly contested first half.

Half-time: R.A. 1, Athletic 2.

Lost Opportunity

Soon after the resumption a scrimmage took place in front of the Chinese goal, but Allen failed to snap up the opportunity by shooting wide.

Under pressure a "Gunner" defender handled within the area, Wong Pak-cheong took the spot kick and sent in a beautiful drive well out of the reach of Fletcher to put the Athletic three up.

The R.A. took up the running and made determined efforts to reduce their arrears, but were well held by Lam Yuk-ying and Li Yuk-lai, for the Chinese to break away. Sun Kam-shun's effort went over the bar.

The "Gunners" returned to the attack for Gill to miss the post by inches. With the defences on top play was confined to midfield for some minutes, until the Chinese got near enough for Ng Kam-chuen to miss an open goal by skying over the bar with Fletcher out of his charge.

Stout Defence

Frearson and Sill were stout defenders and were successful in repelling the Athletic attacks, to send their front line away, but Rodgers spoiled a good opening by being offside. Rodgers and Gill then worked their way through for the latter player to send in a high centre. A mischievous lowed and from a crowd of players Moore found the net to reduce his side's arrears. This success gave heart to the R.A., and, by good combination between Gill and Ward, Allen put his side on terms with a splendid fast drive. With still some seven minutes to go the eleven fought hard to gain the lead, their likely efforts coming from Gill, until Ward tried a long range shot from 25 yards out; but Chan Sik-pul succeeded in turning round the post. Nothing came of the flag kick.

Time arrived to conclude an interesting game, with the Athletic losing a valuable point.

Result: R.A. 3, Athletic 3.

Division II

UNIVERSITY V. NAVY

Played on St. Joseph's ground, Happy Valley, the Navy records were much superior to the University and easily won by six goals.

Mr. Rich lined up the following teams:—

University: D. Oppenheim; Y. K. Ng, A. Reed; C. M. Lee, S. L. Wong, K. S. Lee; H. N. Chung, P. P. Kho, S. H. Ling, E. L. Goaduo, Alvares.

Navy: Langlands; Carter, Howard; Wigginton, Weston, Barrett; Carter, Sorbie, Wyatt, Bennett, Branch.

Navy Open Offensive

The Navy had most of the opening play but Oppenheim was in great form and saved a number of shots that looked like certain goals.

The Navy continued to press and Sorbie scored from close in.

University transferred play and Langlands was called upon to clear a good shot from Chung. The "Varsity" next forced a fruitless corner and the Navy transferred play when, from a corner on the left, Sorbie added a second. The Navy continued on the aggressive and Bennett added two more goals.

Half-time: University 0, Navy 4.

Oppenheim's Fine Defence

On resuming the Navy attacked and Sorbie put a fast drive just over, and in the next minute Wyatt added a fifth with a good shot, well out of Oppenheim's reach. From now to the end the Navy players did not exert themselves, but before the end Sorbie added a sixth with a good shot. Oppenheim played a great game in the University goal; but for him the score might have been doubled.

Result: University 0, Navy 6.

S. CHINA "A" V. ST. JOSEPH'S

Played on the Athletic ground, Happy Valley, St. Joseph's were weakly represented and suffered a heavy defeat. Mr. Courtney lined up the following teams:—

South China "A": Cheng Yuk-kwan; Tsang King-kee, Set Hoi; Lam Kwok-yin, Fung Man-kit, Lan Kah; Wong Kee-leung, Ng Po-kul, Ip Koon-ning, Chan Yui-tin, Lai Kwong-hoi.

St. Joseph's: McGrann; Harvey, K. M. Omar; Dragon, Marvan, Silva; Lillaban, Radix, Souza, Lezama, Reed.

China Do All The Pressing

South China had most of the opening play but for the first quarter of an hour they were very unsteady in front of goal, and should have scored long before they were awarded a penalty for hands, when Chan Yui-tin scored from the spot with a weak shot. A few minutes later South China were awarded a foul 35 yards out. Fung Man-kit placed the ball nicely and Lai Kwong-hoi, running in, scored with a fast first-time shot. Before the interval Chan Yui-tin added a third.

Half-time: South China "A", 3; St. Joseph's, 0.

In the second half except, for one breakaway from which Lezama scored St. Joseph's solitary point, South China did all the pressing and further goals were scored by Ip Koon-ning three and Chan Yui-tin two.

Result: South China "A", 8; St. Joseph's, 1.

SOUTH CHINA "B" V. EWO

Played on the Navy ground, Happy Valley, a hard and fast game ended in a draw of three goals each.

Mr. Goodrich lined up the following teams:—

South China "B": Chan Ki-chung; Yu Kam-ping, Chan Chung-lak; Tang Che-sang, Yeung Kam-po, Cheung Kwok-choi; Kwok Hon-wah, Siu Kit-man, Ah Lee-hang, Chu Fook-to, Lui Kong-kim.

Ewo: Chan Yan-po; Chung Chun-ying, Lam Ho-yin; To Ho-hang, Chang Kam-long, To Ho-sing; Ho Yan-tim, Kam Sik-wah, Tang Ho-sing, Chow Yin-tai, King Yuc.

South China Aggressive

Ewo kicked off and made tracks for their opponents' goal, but King Yuc put a shot over the bar. South China transferred play and Lui Kong-kim put in a fast shot which the goalkeeper could not hold, and Ah Lee-hang, running in, tipped the ball into the net. South China continued to have the most of the play, and before the interval Sou Kit-man added a second.

Half-time: South China "B", 2; Ewo 0.

On resuming, Ewo attacked strongly and forced a corner on the left which was cleared. Play was then transferred and Ah Lee-hang beat the goalkeeper with a fast drive. Ewo now took up the running and panned South China in their own half. To Ho-sing opened their account, and Chu Fook-to added a second with a fast drive.

From a corner on the left Chung Chun-ying headed the equaliser. From now to the end Ewo attacked strongly and were unlucky not to get the winning goal.

Result: South China "B", 3, Ewo 3.

R.A. V. CLUB

On the Military Ground at Sookumpoo, Mr. Maxwell lined up the following teams:—

R.A.: Moore; Hall, Maltby; Barclay, Doning, Hall, Flinn, Wood, Hyde, Gred, and Stanton.

Club: Stirling; Sloan, Hynea; Dean, Ralston, Hopper, Fankhurst, Stoker, Smith, Wilson, and Dimm.

Artillery's Good Showing

The Club won the toss, with the first raid coming from their opponents for Wood to shoot wide. Following some midfield play the Club attacked, to be repulsed by Hall and Maltby. At the other end Stanton placed well for Hyde to drive, the spinning ball being fumbled and put behind by Stirling. The flag kick was cleared easily.

Hall next stopped a combined raid between Stoker, Smith, and Wilson, to send his front line away for Flinn to get on the run and flash across the goalmouth causing Stanton to miss the mark.

End to end play was the order for a time and after some good work Stanton sent a high pass across to Hyde, who took in his stride and struck to the inside of the upright. The ball glanced into the net, thus opening the scoring. For the re-

maining four minutes of the first half play was evenly contested.

Half Time: R.A. 1, Club 0.

Club's Good Try

After the resumption the "Gunners" continued to have the better of the exchanges. First Stanton missed and then Flinn headed wide from close in. The R.A. goal had a narrow escape by the munice of five successive corners, but these were cleared, enabling the "Gunners" to visit the other end.

The goals were now attacked in turn, until Hynea nearing, put through his own goal. The Club tried hard to get on terms but Moore was not to be beaten. Time arrived with the R.A. leaving the field the victors by the only goal scored. Had both acts of forwards been a little more accurate in their shooting further goals would have been registered.

Result: R.A. 1, Club 0.

MR. PEPPYS IN HONG KONG

This day, (Lord's day) it being church-time walked to the Cathedral but do marvel to see so many beggars on Battery Path. A mighty fine sermon by the Bishop, but it do grieve me to see how scanty the congregation be. But my wife do point out that a long day's junketing in the country was healthful. So home to munch on perceiving how- ever that this do not be founded upon logic. For what of the wet days? After to Deep Water Bay with my wife, but Lord! what a crowd! We play pretty merrily for a time but then my wife do lose five balls in ten minutes, which do irk my pocket, and one careless rogue orals to the end "fore" and do strike me in the hinder parts. So back to the Club-house where I find Mr. Progers and we have much discourse. And I learn from him that my play "And so to Bed" was prearranged. In the fall of last year by Mr. Hannibal was sick, and moreover a singing and fantastic masque was to be played which did clash with the dates. But now he assures me to my great content that the play will surely come to the boards and that Mistress Fay Grossman will play Mistress Peppys. And mightily fine she will do it, I warrant me. And in my delight I do pay the reckoning, of which I repented me later.

Outside the Club-house I do marvel to see two bathing in the sea, though it be still winter, which in foul hardness do surpass all that ever I saw in my life. So home by chariot with Mr. Progers with whom we dine at the Hostel. And so to bed.

TAIPO TOPICS

[From the United Press Staff
Correspondent at the Front.]

March and April are excellent months for poisoning mosquitoes, of which there are always far too many in this locality. The scheme is to note every burrow haunted by these pests; then wait for the dry weather, and place well down each hole a bait consisting of whole wheatmeal and castor sugar thoroughly blended. A good teaspoonful will do in each hole. Three days later add poison to the same mixture, and again place it well down the holes. If the spoon is fastened to the end of a bamboo pole, this is easily done, and safety is then assured. Around home- steads a virulent poison may be dangerous, and may see off a few chickens or ducks. Properly carried out, with due precaution, there is not much risk attached to poisoning mosquitoes in their burrows, but a hand hammer or even cement correctly applied have been found equally effective.

The trees sticking up in the middle of the main road at Tai Po Market have been so severely pruned that the whole lot of them combined are no longer capable of providing shade for one mosquito. Some other reason for their retention will have to be explored.

The beautiful white enamel railings on the Tai Po Bridge, which were a constant source of expense to keep clean owing to the smoke from the garbage heap discolouring them, have now been cleaned off and coated with black varnish. The Tai Po District Council are to be congratulated on this outstanding example of municipal economy.

One sure method of getting one's car under the shelter at the Ferry terminus at Kowloon was explained to the meeting, namely, have it in there in the middle of the night.

Tai Po's poor showing at the Horticultural Society's Show on Thursday last was explained by the Burghmaster as being due to an autocratic turn-out who, it was alleged, shut water off the common folk's gardens at will when the latter's crops looked better than his own. [Note.—Confirmation was not available before we went to press.] A further reason advanced was that the sparrow had been used on a locomotive to break a grape glass and had been blown to bits. Tai Po, however, to beat all comers at the forthcoming Horse, Pigeon, and Mosquito Show.

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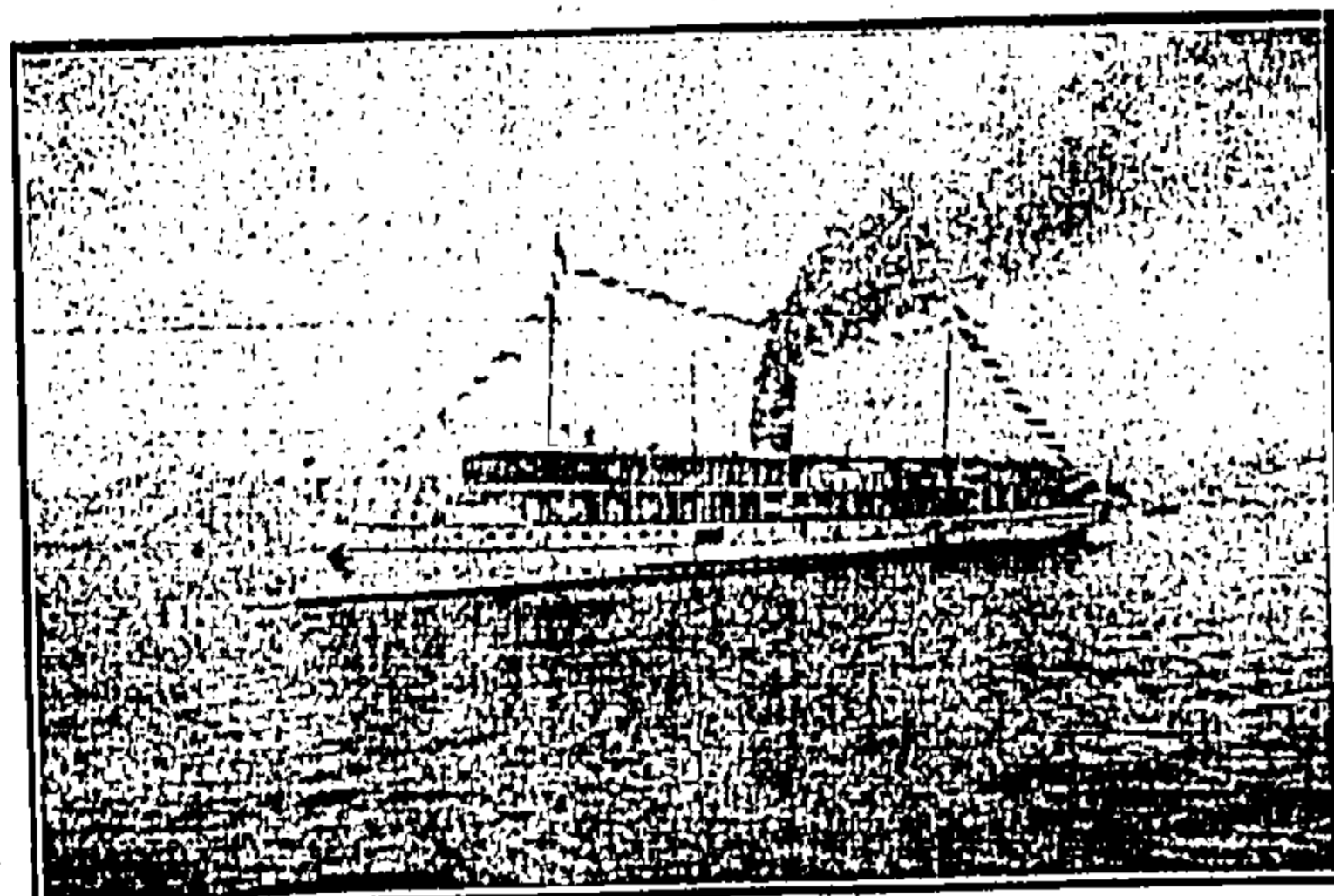
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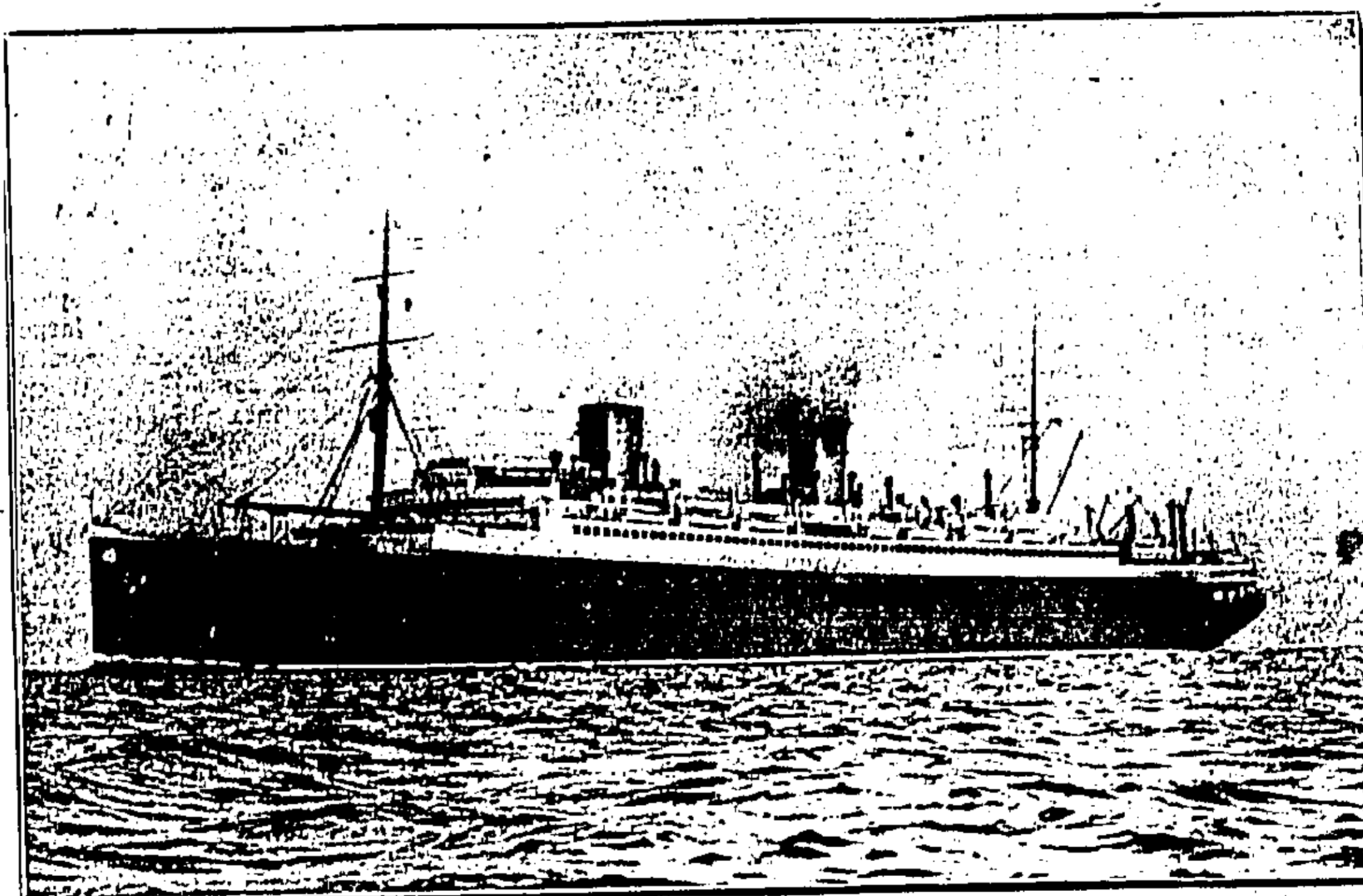
IN HOLY ESTATE.—A scene during the wedding ceremony of Miss Elizabeth Ward and Mr. Luiz Rosario at St. Margaret's Church on Sunday. —(K. Fujiyama).



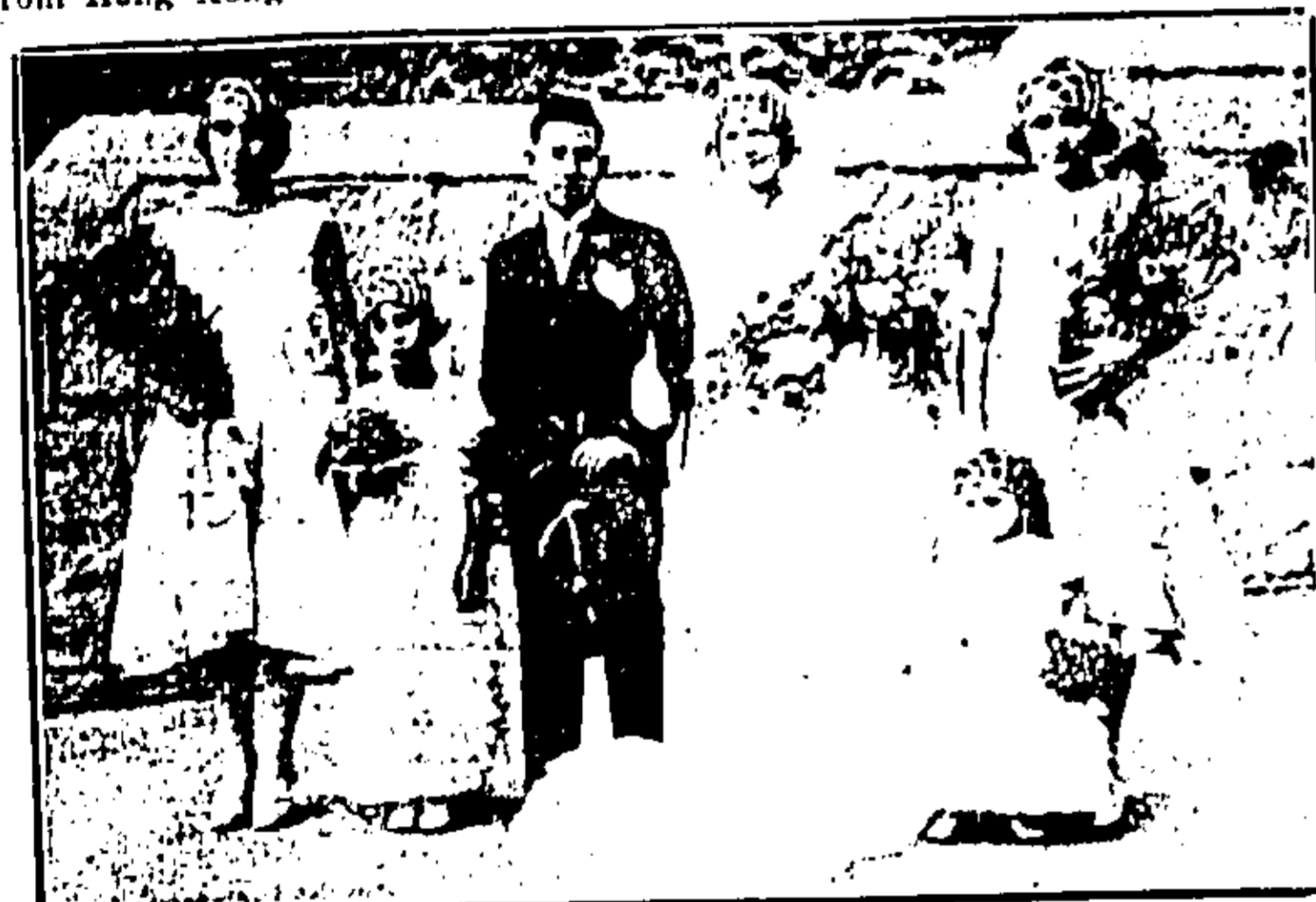
COQUETTE (RACHEL WONG).—A talented group of Miss Capell's advanced class as they will appear in the forthcoming displays at the Theatre Royal on March 31 and April 3 (Matinees).



NEW MOTOR SHIP.—The m.v. Venezia, the latest addition to the Canton river "fleet," owned by the New Era Shipping Company, before she sailed from Hong Kong on her maiden trip.



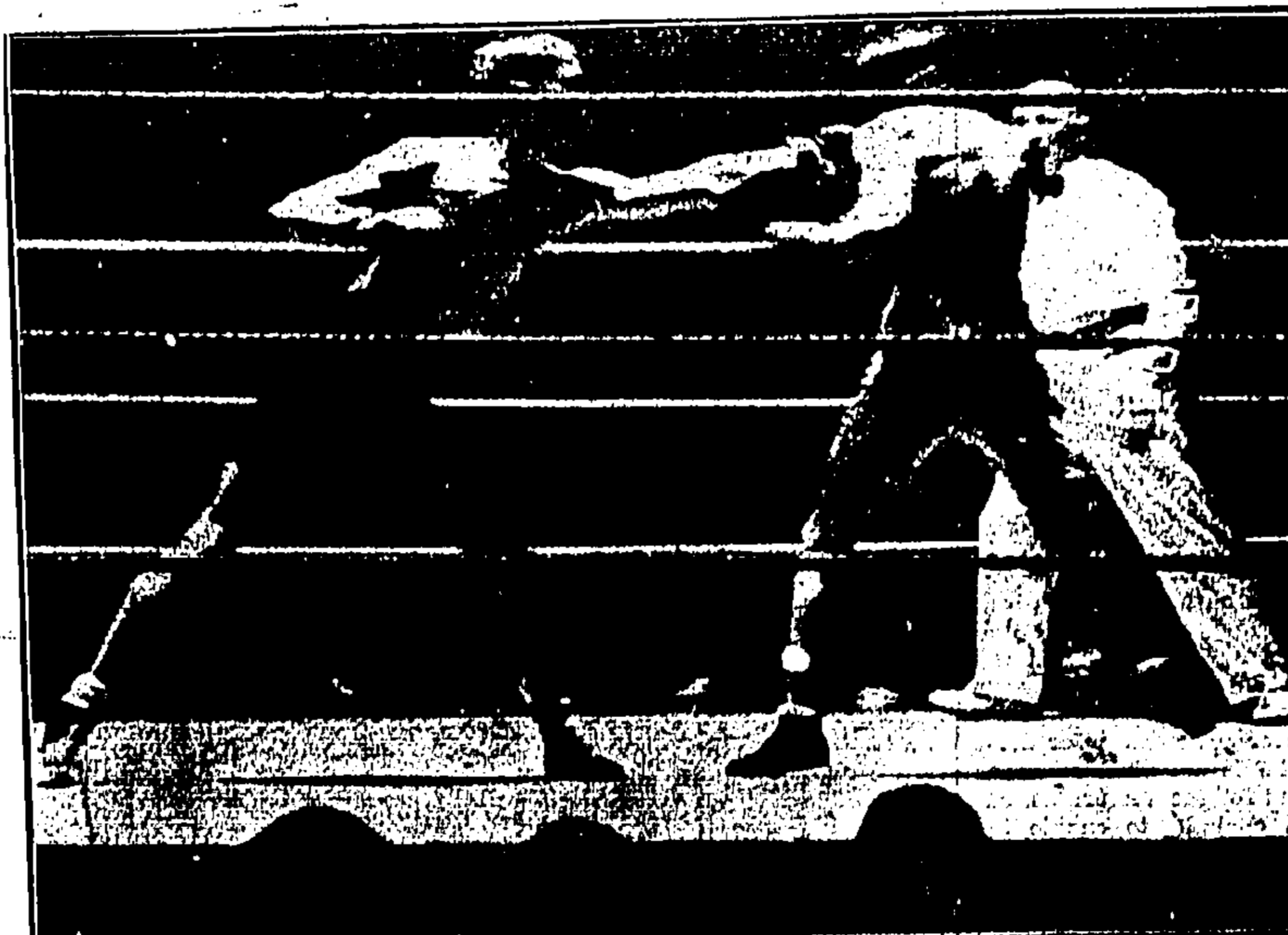
WORLD CRUISE.—The giant North German Lloyd Express Columbus, 32,000 gross tons, the largest, fastest and most luxurious steamer to circle the globe. Under the command of Captain A. Ahrens the Columbus arrives in Hong Kong on March 19 on a world cruise operated by Raymond and Whitcomb Company. The local cruise Agents are the Hong Kong and Shanghai Hotels, Ltd., Tourist Department, under the management of Mr. J. P. Bourne.



WEDDING GROUP.—A smiling wedding group, showing the bride and bridegroom, Mr. and Mrs. Luiz Rosario (centre) with little Misses Alda Xavier and Theresa Gutierrez flower girls, and the Misses Bellarmina and Lindamira Gutierrez, bridesmaids, taken outside St. Margaret's Church, Happy Valley, on Sunday.—(K. Fujiyama).



A SAILOR AND HIS LASS.—Baby Mary Hayes and Master George Jowitt, juvenile stars in Miss Violet Capell's forthcoming dancing display at the Theatre Royal on the afternoons of March 31 and April 3.



A TERRIFIC LEFT.—The world's bantam weight championship fight between Teddy Baldock (the British bantam champion) and Emile "Spider" Pladner (France, the former world's fly-weight champion) at the Albert Hall, London, ended in a foul, the referee disqualifying the Frenchman for a low punch in the sixth round. Ringside opinion of the referee's decision was divided.—(Sport and General).



BEAUTY OF LINE is revealed in this Japanese training ship which has been lying off Holt's Wharf, Hong Kong.



ST. VALENTINE'S TEA-DANCE, which was held at the Majestic Hotel, Shanghai, by the Needlecraft Section of the British Women's Association, was a great success, being well attended. Mrs. E. T. Byrne, Chairman of the B.W.A., is in the centre of the front row, with Mrs. D. Lewis (Chairman, Needlecraft Section) at her right. Mrs. Coghlan, Mrs. Skuse, Mrs. Gilbert (Vice-Chairman, Hon. Secretary and Hon. Treasurer, respectively) and members of the Committee and helpers in the Section were also present.—(Photo by Ah Fong).



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The Woman's Page



CREAM PANCAKES.

Sieve about 4 ounces of flour and a pinch of salt into a bowl. Make a hole in the centre and drop in two eggs and a little milk. Stir all together and add more milk, gradually adding the remainder of a gill of milk and a gill of cream, when a perfectly smooth batter is formed. Add an ounce of sugar, and allow the batter to stand for half an hour or so. Fry in the usual way, and be sure that the frying-pan is only greased and not swimming in fat.

Charming Evening Frock



Orchid chiffon, with hand embroidered crystal trimmings, is used for the evening frock above portrayed. Following the new silhouette, showing the normal waistline and lengthened skirt, the dress gives the wearer a lovely feminine appearance.

SILK STOCKINGS

Tests to Apply When Buying

There are four silk stocking tests that any woman can apply, and be sure they are efficient, since they are used in factories during the grading process.

First, squeeze the silk between the hands, to discover whether it is real or artificial. Real silk is pliable, but artificial silk is rather springy and usually has a sort of super gloss on it. This gloss is not so readily detected in artificial light, of course, though there can be no mistake when it is examined by daylight.

The second test is that of weave and texture, and any defects here may be seen at once simply by holding the stockings up to the light. If the weave is irregular, the light will be obscured in places, and you will know that "ladders" will very quickly form. Now take particular notice of the marks at the sides of the leg seam; make sure that they are really "fashion" marks, and that the stocking takes its shape and fullness from them. In cheap

stockings, they are frequently imitations.

The third thing to watch for is width. Examine the width at the top and see that it will give sufficient play for bending the knee. And if the stockings have cotton tops, be sure there are ladder-proof strips between the cotton and the silk. They can be seen in the form of crosses at the joints, and the tiny knots so formed prevent suspender "ladders" from running down the stockings.

The fourth test concerns size. See that the inside of the foot is almost straight, to ensure plenty of room for the toes. An even better fit is the stocking that has a small horizontal seam at the toe, instead of a woven finish.

GLAZED CHINTIZES

It is really very curious that modern decorators should have decided upon glazed chintizes for modern rooms, because these shiny, much-patterned surfaces were first popular with our Victorian grandmothers and great-grandmothers.

They have decided virtues for those who live in dirty towns, because the glaze not only protects the surface of the chintz from wear

KIDDIES' WEAR

Comparison Between 1909 and 1930

Modern children's clothes are designed in order to give the wearers freedom of movement and to keep them warm all over their bodies. They are also designed with a view to being easy to launder and not to take up much room. In short, they are hygienic, simple, attractive, and economical. Never before have there been so many materials to choose from, nor such lovely colours.

The other day (writes the Hon. Mrs. St. Aubyn in the London Daily Telegraph) I came across a fashion journal of 1909. What I have said most certainly did not apply to the clothes of those days!

The children illustrated as ready to go out for a walk wore long overcoats with capes. The capes, two or three in number, had as trimming fur or fustians of braid. The up-turned hats were of beaver. Round the crowns was either fur or a heavy ruffling of satin ribbon, and the hats were kept in place by a ribbon tied under the chin or an elastic. Woolly or cotton gloves, stockings, button boots, and kailers completed the outdoor clothes.

Indoor Clothes Worse!

Modern mothers, would you care to iron the satin bows daily? Would modern children agree to the weight of those hats perched high on their heads? Would they agree to being so muffled up. I doubt it.

The indoor clothes were worse! Girls between 6 and 16 years old had fagets to within a few inches of their ankles—longer than ours! Tight waists, pinks, gathers, and embroidery played a large part in these clothes, as did high neckbands. The sleeves were puffed at the elbow, but tight at the wrists.

These children look top-heavy. They had long curls surmounted by a huge bow. The tucks, yokes and embroidered crocheted lace collars of the party frocks gave a pouter pigeon shape to the children, which was emphasised by the dress being gathered tightly in at the waist, where a sash or a belt kept it in place. The skirts had rows of heavy tucks or else flounces of lace and insertion. Stockings and heel-less slippers with rosettes and elastic, completed the party clothes. Younger children's frocks hung from the yoke, so ribbons and rosettes were attached, the effect being that of prize horses at a show!

but also from dirt, and when they seem to be slightly soiled a rub over with a chamomile leather is all that is necessary. Grownups have to be sent to the laundry much more frequently.

The shop in Paddington where all the traditional patterns of glazed chintizes are kept, and where designers are at work making new ones from old embroideries, china, and prints of the period, is quite a museum.

The most popular pattern, called "La Gonde," on grounds of coral, blue, green, mauve, yellow, and beige, is over 100 years old, and more than 100,000 yards of it have been sold within the last few years. The water-glaze used for these chintizes now is not quite so heavy as that used for the Victorians, but it is still enough to enable the chintizes to be used for potted plants dressing tables with plain glass tops.

New Season's Mode



Short sleeves for street wear—is one of the outstanding innovations of the season's many modes. The frock is a combination of beige and brown satin. The bodice is long and form fitting. The skirt is pleated and banded with brown. A brown felt hat and sandals are the completing notes of the costume.

BUYING BY NUMBERS

A plan whereby any woman of average type will be able to order dresses, costumes and gowns by numbers has been evolved by a Committee of wholesale dress-makers, after many months' discussion.

The scheme, which is based on hip and bust measurements, will, it is hoped, enable 90 per cent. of women to buy clothes merely by ascertaining the number whereby they dress and so select garments easily.

The scheme has been devised for the benefit of the average woman, but a special standardized form of self-measurement has been devised for others.

If the scheme receives the approval of the stores, it is expected that it will be generally adopted by next Autumn.

PRECIOUS STONES

Some Old Superstitions Recalled

Betty Dawes writes in the Singapore Free Press:—

Superstition is still to be encountered! There are women who say they do not believe in superstition, and yet they store up facts about lucky and unlucky precious stones.

Blue diamonds, for instance, are traditionally unlucky. The unfortunate Marie Antoinette possessed a magnificent specimen. This stone became the property of the Sultan Abdul Hamid, and, later, was lost in the Titanic. It certainly warranted its reputation of bringing bad luck!

The Russian Imperial Family had a blue diamond among their priceless jewels.

Avoid Blue

Blue was, apparently, carefully avoided by the Aga Khan in the jewels he gave his French bride. It is said that he presented his first wife with a beautiful blue diamond, and, shortly after receiving the gift, she died.

At one time, when they were thought to be so unlucky, emeralds were seldom chosen for an engagement ring. After that, the stone became very popular.

Opals are generally counted unlucky. I have known two girls choose opals for their engagement rings, and, strangely enough, in each case the engagement was broken off.

Opals for Luck

For some families, however, opals are the lucky stone. In one large family I know all the women possess opals of some kind. When a girl marries into the family she invariably receives opals among her wedding gifts. In this family they are a kind of talisman.

Although there are no stones which are traditionally lucky, there is a precious stone connected with each month in the year, and it is said people should always possess the stone of the month in which they were born to bring them luck. The same stone is also supposed to counteract any bad luck occasioned by the possession of one of the "unlucky" stones.

ACCORDING TO TYPE

Both the fair and the stuffy and the tall and graceful types must also be prepared to alter and modify their peculiarities at discretion. There are many colours, many lengths, and many fabrics from which to choose evening gowns.

The ankle-length, with variations (which signifies the curves, tilts, and points), is the accepted one for ordinary dinners, either for quiet bridge or at restaurants and theatres.

The long, dignified trains are for the big private or ceremonial shows, just as the ultra-fantastic frills and flounces are for balls and night clubs. Let no one imagine the new ankle-length is dowdy for night-time.

Creations of Fashion Mode



At left is the youthful ensemble in silhouette which will be the Demiure Girl this coming season. Interesting features are the high waist creation for formal afternoon wear. The flounce suggests a low peplum with long sleeves flared at the elbow with cape effect.

Latest Parisian Mode



This white net frock and bodice is banded with shirra, and the skirt comprises myriads of tiny ruffles that form a cloud of chic for the wearer. A jacket of silver lace and white fox completes the costume.

WONDERFUL SKIRTS

The skirts of this year are really wonderful, so typical of "movement," and present the queerest ways with hemlines and trimmings. Some are cut on the "slant" and finished with ribbon-pipings; others have a dipping kilted panel on one side, and a series of tiny flounces on the other. Some have ruffles of stiff Victorian silk, others fringes or ropes of fabric outlining the figure in the most "trying" manner. The waterfall back of the "eighties" is quite a favourite with certain designers. It is so dignified, even if a little ageing.

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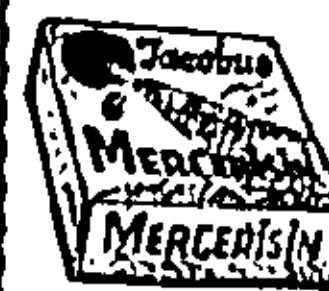
Opposite entrance Hong
Kong Hotel.

Pedder Building,
1st floor, Room 5,
Telephone C. 5109.
CHARGES MODERATE

MERCERISIN

USED AFTER LAUNDERING
Brings back to Art Silk
Mercerised Cotton & Silk

The Original Silky finish and
Gloss, Crisp Silky Touch and
Sterilisation.



SIMPSON & CO.

China Bldg. --- 6th Floor.

PERMANENT WAVING

BY

AMERICAN SPECIALIST

LATE OF

NESTLE'S, NEW YORK.

PRIZEWINNER AT

AMERICAN MASTER'S HAIRDRESSING
ASSOCIATION. 1928.

JULIETTE BEAUTY SALON.

1, Wing Lok Building.

Tel. K. 1213.

KOWLOON.

SOMETHING NEW FOR RADIO FANS

THE
"VICTOR COMPLETE AERIAL OUTFIT"

Contains everything necessary to ensure
Good Reception
including
an efficient lightning arrester

Price \$10.50 nett.

S. MOUTRIE & CO., LTD.
CHATER ROAD.

(It is necessary to present a current wireless licence when
purchasing radio parts)

FOR EXCLUSIVE GIFTS.

We recommend the following gems
from our stock:
AN EMERALD CUT DIAMOND
A FINE BLUE SAPPHIRE
FLAWLESS EMERALD
A STAR SAPPHIRE

All exquisitely mounted in Platinum and
Diamond Settings

SENNET FRERES
JEWELLERS.

York Building.

Chater Road.

THE PRINCE'S CAFE

AN IDEAL RENDEZVOUS FOR A
QUICK SNACK, TIFFIN, TEA OR
DINNER. WINES ETC. SUPPLIED
WITH MEALS.

CHOCOLATES & CONFECTIONERY
ALSO ON SALE.

Queen's Road C.

Next to Knyamally Bldg.

ELECTRICAL ENGINEERS

ELECTRIC MOTORS, LIFTS,
PRIVATE PLANTS,
X-RAY APPARATUS.
Installed, Overhauled and Repaired.

ELECTRIC SUPPLIES STOCKED
LOWCOCK & HO

1st Floor.

China Building,

Queen's Road C.

La Mode Beauty Shop

FOR
LADIES and GENTLEMEN.

Hairdressing and Manicure
by Expert Operators in
Hygienic Surroundings.

TO BE WELL GROOMED, PAY US A VISIT
39A, QUEEN'S ROAD CENTRAL. 1st Floor.
Entrance Pandora.

BONZO

By George Studdy



EFFICIENT SERVICE & GOOD VALUE

is always assured
when dealing with

WHITEAWAYS

NEW SUPER VALUES NOW BEING OFFERED IN ALL DEPARTMENTS.

THE IMPROVED
"WAKE UP"
DOUBLE - BELL
ALARM CLOCK

Whiteaways Super Value

THE
"WAKE - UP"
DOUBLE ALARM
CLOCK

Nickel-plated case, 3 inch
Ivoryine dial, Black figures
and hands, fitted with lever
to shut off alarm.

SUPER VALUE
PRICE
\$3.50

THE
"STEELITE"
PRAM

Whiteaways Super Value

THE
"STEELITE" PRAM

Motor type, steel body,
has strength without
weight, fitted with invisible
steel springs. English stan-
dard wheels with rubber
tyres, upholstered with
leather cloth and reversible
hood, one waist strap and
apron. Will take one child
lying down or two sitting
up.

SUPER VALUE
PRICE
\$49.50

THE
"COMPACTUM" CAR

Whiteaways Super Value

THE
"COMPACTUM" CAR

All-steel frame, tubular
handle bar, upholstered with
good quality leather cloth.
Fitted with coil-springs and
apron. Has very roomy
seating and reclining accom-
modation. 10 x 1/2 inch Eng-
lish standard wheels, with
wired-on tyres, complete
with hood and waist strap.

SUPER VALUE
PRICE
\$47.50

THE
WONDER WEAR
Meadow Bleach
Handkerchief
for Men

Fine white lawn which
washes soft and wears well.
Neat hem-stitched hems.

SUPER VALUE
PRICE
\$3.50
dozen.

THE
"WUNDER"
WEAR
MEADOW BLEACH
HANDKERCHIEF
FOR MEN

Whiteaways Super Value

CALL AND INSPECT THESE AND OTHER WONDERFUL SUPER VALUES NOW ON DISPLAY AT WHITEAWAYS
WHITEAWAY, LAIDLAW & COMPANY, LIMITED. HONG KONG.

ROUND THE GLOBE IN PICTURES

Shanghai Power Company



The Vice-President and General Manager of the Shanghai Power Company, Mr. T. H. Aldridge, was the guest of honour at the annual singing concert and supper held at the Artur House Hotel, Shanghai. A large number of members of the Company's staff was present to bid farewell to Mr. Aldridge, who left for England recently. — (Photo by Ah Fong).

British Scion Mends China



This wandering scion of one of Britain's most famous families, William St. John Cooper, muses thoughtfully over affairs "back home" as he happily pursues his craft of mending china at Milwaukee. Cooper has just been revealed as a brother of Lady Pearson, famous British actress known on the stage as Gladys Cooper. He himself, however, has preferred to spend his time accumulating priceless experiences in all corners of the world.

Torture Tales



Rhina Epstein, after a trip to Mexico City, reading some of the notes she made of labour conditions there. She asserted that the Police commit indescribable tortures on Labour leaders and those suspected of Communist activities.

To Seek Electric Eel



Dr. Herbert Vincent Neal will spend a month on the Nile in search of an electric eel. He will proceed as far as Wady Halfa. Dr. Neal is holding a garpike, close relative of the Nile bichir.

New Inspector General?



Brigadier Hugh A. Drum has been recommended by the Secretary of War and nominated by President Hoover as Inspector General of the Army with the rank of major-general for a term of four years. Upon formal appointment by the Senate, the new inspector-general will succeed Major-General William C. Rivers.

Spectators at Handicap



A portion of the interested spectators present at the annual cross-country Handicap Race of the American Troop, S.V.C., Shanghai, which was won by D. Burdick in the excellent time of 16 minutes. — (Photo by Ah Fong).

Honour Pioneer Ace



(Left to right) Monsieur N. Farman, M. Santos-Dumont, M. Bleriot and M. Voisin, pioneers of European Aviation, standing before the monument erected to commemorate the first record in flying speed made by H. Farman in 1908 at this very spot at Issy-Les-Moulineaux. Farman flew a Voisin plane on that memorable occasion. Bleriot had been acclaimed a year previous for his daring flight across the English Channel.

Annual Dance



The annual dance of the Armoured Car Co., H.V.C., was held at the Cercle Sportif Francais, Shanghai, and, as usual, proved to be a most enjoyable affair. — (Photo by Ah Fong).



Toothache

with its sudden sharp twinges, or its long-drawn-out boring or roving pain, may drive its victim to sheer despair. Waste no time in trying other remedies — they merely prolong your torture — but take the best help — rapid and reliable — in all painful conditions:

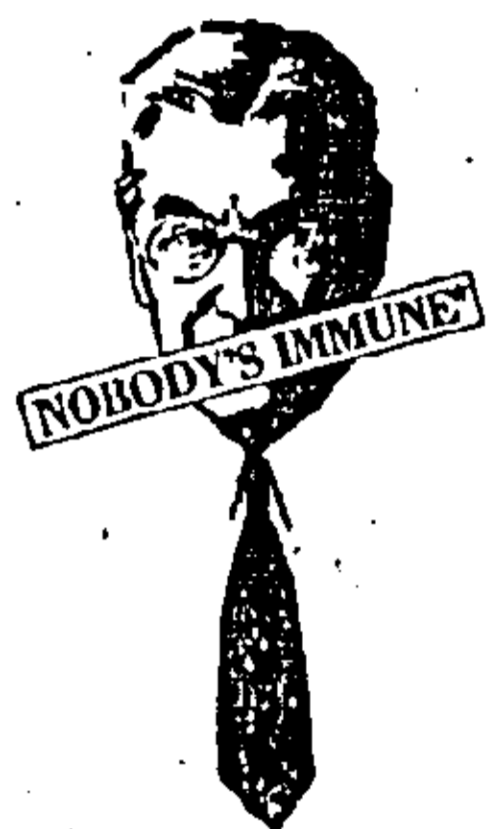
Bayer Tablets of ASPIRIN

that is to say the genuine, original "Bayer Aspirin". In influenza, also, in rheumatism, neuralgia, fever, headache and corache, "Bayer" Tablets of Aspirin have proved their unrivalled efficacy.

"Bayer" Tablets of Aspirin are sold only in the original "Bayer" package, (as illustrated), which bears as a distinguishing mark the world-famous BAYER CROSS.



Don't Forfeit Your Health to Diseases-of-Neglect



Brush your teeth, of course. But remember that it is equally important to brush gums vigorously, every morning and night. Start now to protect them from diseases that ravage health and often cause loss of teeth.

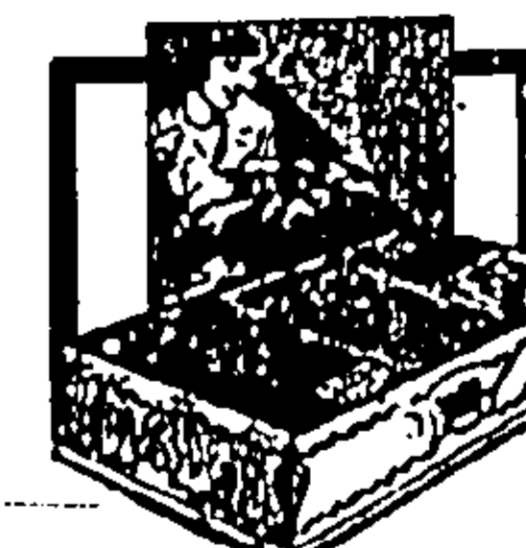
For the gums, use the dentifrice designed to help keep them firm and sound. Only expert dental care can stop diseases of neglect when once contracted.

When you have used Forhan's for a few days, you'll notice how much better your gums look and feel. And you'll be delighted with the safe, easy way it cleans teeth and helps to protect them from decay. As a safety measure, see your dentist every six months. Start the regular use of Forhan's, today. Do not pay the extravagant price demanded by neglect. Get a tube of Forhan's from your druggist.

Forhan's for the gums

★ 4 out of 5 after forty and thousands younger pay the extravagant price of neglect.

Agents: — MULLER, MACLEAN & CO., INC.



THE IDEAL GIFT
is a box of
SOCIETE CHOCOLATES
They will please mother, father,
sister, wife or sweetheart.

Also
BISHOP'S HARD CANDY
the best for the children at any time.

THE CAFE PAVILION Nathan Road,
Tel. K. 874.
THE BEST CAKES IN TOWN.



Thousands of our Customers have saved money by having their hats renovated at our Shop—YOU CAN DO LIKEWISE AND BE SATISFIED.
We can clean, block, bleach, dye, iron and re-shape ladies', gentlemen's and children's hats.

OUR PRICES ARE MODERATE.

HAT RENOVATING CO. 52, Nathan Rd.,
Kowloon. Tel. K. 1087.
Agents in Hong Kong:—Tyeb & Co., 19, Queen's Rd. C., Tel. C. 648.

IF YOU ARE TOO BUSY TO WRITE HOME — DON'T

Just Post a Copy of the
"OVERLAND CHINA MAIL"
which gives all the News there is —
Both Local and Coastal

Better than One Hundred Letters
SINGLE Copy 25 Cents.
Subscription for home (including postage).
One Year, \$10; Six Months, \$7.50; Three Months \$5.75.

"TALKIE" AT SEA**Passengers on President Fillmore Enthusiastic**

That talking movies are a success aboard ships is the unanimous opinion of passengers arriving here today on board the President Fillmore, President Fillmore, one of the round-the-world fleet of the Dollar Steamship Line.

The President Fillmore is on her initial voyage around the world and is the sister ship of the President Johnson, the largest steamer encircling the globe on a regular schedule.

The showing of "talkies" is an unprecedented departure from the present day entertainment on board steamships, and shows that the Dollar Line is in pace with the calendar. The President Fillmore is the first ship on the Pacific Ocean and sea westward as far as the Mediterranean, to carry talking motion picture for the entertainment of passengers, and according to an announcement made by Mr. R. Stanley Dollar, President of the Dollar Lines, "talkies" are to be installed on all of the Line's ships in the near future, to afford the best of entertainment for its passengers.

"Stars" as Passengers
The President Fillmore has the distinction of having had as passengers Glenn Tryon and Helen Wright, of Universal Films, who starred in "Dames Ahoy" which picture had its premiere between Los Angeles and San Francisco aboard the President Fillmore at sea and demonstrates the policy of the Dollar Line of showing only the latest of pictures on board their steamers.

Also, among the more prominent passengers travelling on the President Fillmore on her first voyage around the world were Mr. and Mrs. Richard Wallace, who are on a world tour. Mr. and Mrs. Wallace were passengers on the President Fillmore from San Francisco to Kobe where they stopped over for a leisurely tour of Japan and will pass through Hong Kong on a later Dollar Liner on their way around the world.

Noted Film Director
Mr. Wallace is a very noted motion picture director of Hollywood, California, and has directed such famous pictures as "The Immigrants of Paris," "The Love Parade," in which Maurice Chevalier starred, and "McFadden's Flats," "River of Romance" and the latest Paramount picture, "Two Black Crows in A.E.F." in which Moran and Muck, the world famous comedians were co-starred.

Before leaving San Francisco on the President Fillmore Wallace signed a contract, at an appreciable increase in remuneration, to make two productions a year for Paramount. This is very unusual as the majority of directors make six or seven productions yearly. B. P. Schulberg, general manager of Paramount Productions, announced that this unusual contract was made with Wallace inasmuch as he will devote his entire time to making these two productions the super-dramas of the year.

PASSENGER LIST**ARRIVING**

Per s.s. President Fillmore from New York via ports on March 8:—

Mrs. Gladys H. Babcock, Stanley W. Coleman, Henry J. Eddo, Robert T. Gladstone, Mrs. Gwendolyn Gladstone, Henry K. Murphy, Dr. Eliseo Santos, Mrs. Helen V. Santos, Mr. Otto Struckmeyer, Mrs. N. G. Wood, Mrs. Florence Woodworth.

DEPARTURES.

Per P. & O. s.s. Kashmir for Marseilles, London, Hull, Hamburg, Rotterdam and Antwerp via ports yesterday:—

Mr. and Mrs. A. T. Bates, the Misses A. J. and D. Bates, Master W. A. M. Bates, Miss G. Bouchez, J. S. Barney, Mrs. E. V. Bishop, child and infant, Surg-Lieut. C. R. Boland, R.N., N. Brandel, T. M. Cochrane, E. H. Crane, A. H. Cope, C. C. Crutwell, Miss Carlwright, F. P. Carnegie, Mrs. W. D. Dennis and Miss M. Dennis, J. A. Edge, Mr. and Mrs. G. F. Easton, H. N. Fervers, Mr. and Mrs. R. Hall, Master R. D. and Miss A. Hall, W. T. Hunt, Rev. J. J. Jackson, Mr. and Mrs. T. E. Jackson, Master K. J. Jackson, W. A. Jones, H. Johnson, E. Kowell, J. R. Korff, J. J. Kline, Bishop J. P. McCloskey, S. H. McIntosh, Marquis Narros, Mr. and Mrs. R. A. C. North and two infants, E. A. Nelson, C. Oliver O'Donnell, Capt. and Mrs. P. R. Purcell, Master I. F. Purcell, H. S. Somers, F. E. Smith, E. H. Suddell, Dr. J. H. Squires, J. H. Telfer, A. H. Turner, Mr. and Mrs. T. A. Tucker and two infants, Mrs. T. S. M. Terrace, Miss E. K. Walker-Walters, Mr. and Mrs. E.

NEW ADVERTISEMENTS

G. R.

PUBLIC WORKS DEPARTMENT.

NO. 8. 81.—IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate, which should be clearly marked "TENDER FOR QUARRY," will be received at the Colonial Secretary's Office until Noon of MONDAY, the 17th day of March, 1930, for the occupation for a period ending 31st December, 1931, from the date of notification of acceptance of tender, of any or either of the pieces or parcels of ground referred to in the schedule hereunder, shown coloured red on plan signed by the Director of Public Works and dated 21st February, 1930, but, subject to certain conditions which can be ascertained at the office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that Tenderor has deposited in the Colonial Treasury a sum of \$100 in respect of any quarry as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the Tenderor refuses to carry out his tender and comply with the conditions, should the tender be accepted.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

SCHEDULE REFERRED TO ABOVE

Quarry No.	Locality.	Approximate Area in Acres.	Upset Annual Fee.
Kowloon No. 12	Tai Kok Tsui	1.40	\$450
Kowloon No. 13	"	1.10	\$700
Kowloon No. 14	"	1.70	\$575

HAROLD T. CREASY,

Director of Public Works.

28th February, 1930.

WATER RETURN

Level and Storage of water in Reservoirs on March 1, 1930:—

CITY AND HILL DISTRICT WATER WORKS.

	1929	1930
Typhoon Reservoir	16' 1" B	13' 7" B
Typhoon Reservoir	25' 5" B	24' 1" B
Typhoon Intermediate	2' 8" B	2' 10" B
Typhoon Tuck	7' 1" B	4' 9" B
Wong Nei Chung	31' 8" B	24' 1" B
Potulung	27' 7" B	18' 6" B

(Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow.")
Storage in millions and decimals of gallons.

	1929	1930
Typhoon	262.24	279.30
Typhoon Intermediate	181.10	53.14
Typhoon Tuck	168.33	553.75
Wong Nei Chung	3.32	6.69
Potulung	11.30	27.21

Total 628.96 921.15

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of February.

	1929	1930
Consumption	176.65	184.19
Estimated population	429,980	440,300
Consumption per head per day	14.6	14.9

Services to houses in the Rider Main Districts were disconnected and a supply was given by public street fountains only during February, 1930, excepting 3 days (8th-10th inclusive) when a full supply was given on account of Chinese New Year.

From February 1 to 28, 1930, a 12-hour supply (6 a.m. to 6 p.m.) was given to all Rider Main Districts. Principal mains closed 6 p.m. to 6 a.m.

KOWLOON WATER WORKS

	1929	1930
Kowloon Reservoir	21' 3" B	6' 4" B
Shak Lai Pui Reservoir	4' 11" B	10' 1" B
Reception Reservoir	2' 1" B	2' 7" B

Storage in millions and decimals of gallons.

	1929	1930
Kowloon Reservoir	108.02	289.78
Shak Lai Pui Reservoir	96.01	78.72
Reception Reservoir	25.15	26.40

Total 230.08 394.90

Consumption of water in Kowloon in millions and decimals of gallons during the month of February.

	1929	1930
Consumption	90.12	100.26
Estimated population	109,000	174,100

Consumption per head per day 19.0 20.6

Constant Supply in all districts during February, 1929 and 1930.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall: February 28, 1929, 1.52; February 28, 1930, 3.66.

Wilson, Master E. Wilson, Sergt. and Mrs. P. Winder and two daughters and son.

Per s.s. Haruna Maru for Europe via ports, yesterday:—

Mr. and Mrs. Karl Armstrong, Miss M. L. Pierson, J. A. Pierson, Miss Elliott, Mrs. G. Fitzgerald, J. M. Percina, Mr. and Mrs. J. Rodgers, Mr. and Mrs. M. J. Henderson, H. S. Bartley, Mrs. F. H. Laydon, Mrs. A. H. Taylor, C. D. Watson, Mrs. F. Dow, B. C. Tours, Bishop J. Nielson, Mr. and Mrs. A. C. Hunt, Lieut. W. J. Paul, E. Johnes, D. Anderson, B. Burdewick, Mr. and Mrs. J. R. Hamilton, Mr. and Mrs. P. C. Young, Miss Elsie Armstrong, Arthur Haywood, J. B. Hawkey, Mrs. H. J. Armstrong, Rev. and Mrs. W. R. Morrin, H. Mahant, Capt. J. M. Silvestro, Lieut. F. O'Costa, Mr. and Mrs. C. A. Peake, Mr. and Mrs. Joseph Taylor, Mrs. M. R. Dolbeer, Rev. C. V. Vyver, Rev. W. R. Dolbeer, Mrs. W. Lefshman, O. F. Jones, J. Hill, Dr. A. Wright, J. Stevenson, Mr. and Mrs. R. S. Bjorkdahl, Geo. Uhlmann, J. Nygaard, Mr. and Mrs. Samuelson.

HONG KONG TELEPHONE CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTH ORDINARY YEARLY MEETING of the HONG KONG TELEPHONE COMPANY, LIMITED, will be held on SATURDAY, the 15th day of MARCH, 1930, at the BOARD ROOM of the Company, Second Floor, Exchange Building, Hong Kong, at 11 o'clock a.m., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors, for the Financial Year ended December 31, 1929, and re-electing Two Directors and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th March to the 15th March, 1930, both days inclusive.

Dated this 17th day of February, 1930.

By Order of the Board,
W. L. MCKENZIE,
Secretary.

14, Des Voeux Road Central, Hong Kong.

HONGKONG REALTY AND TRUST COMPANY, LIMITED.

(Incorporated under the Companies Ordinances of Hong Kong.)

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of Shareholders of the Hongkong Realty and Trust Company, Limited, will be held at the Registered Office of the Company, Exchange Building (2nd floor), Des Voeux Road Central, Hong Kong, on SATURDAY, the 22nd day of March, 1930, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended 31st December, 1929, and re-electing Directors and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 15th day of March, 1930, until SATURDAY, the 22nd day of March, 1930, both days inclusive.

By Order of the Board,
C. F. V. RIBEIRO,
Acting Secretary.

Hong Kong, 3rd March, 1930.

COUNCIL MEETING

A meeting of the Football Association Council will be held in the Association Offices, French Bank Buildings, at 5.30 p.m. on Tuesday, March 11.

The business includes:—
Shield Finals.

To elect two members on the League Management Committee.

To elect one member on the Referees' Committee.

To fix ground for Sunday Herald Cup final.

TENDER ACCEPTED

It is notified for information that the following tender has been accepted:—

Messrs. the Hong Kong Excavation, Pile Driving and Construction Co. Ltd., \$33,395.30 for construction of ferry pier near Waijeng Street.

Under the auspices of the University Engineering Society a lecture entitled "Elements of Television" will be given by Professor M. H. Roffey, D.S.O., M.Sc., M.I.E.E., on Friday, March 14, at 8.45 p.m. in the main building of the University. The general public are invited to attend.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.				Contents in Sq. Ft.	Annual Rental.	Upset Price.
			N.	E.	S.	W.			
			ft.	ft.	ft.	ft.			
1	Island Lot, No. 200.	Alonging Mahoe Lot and adjoining W. Wee Lo Chung.	As	per	sale	plan.	5,360		
							13.15		

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land near Prince Edward Road, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.				Contents in Sq. feet.	Annual Rental	Upset Price
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.			
12	Kowloon Island Kowloon Hill.	their Prince Edward Road, Kowloon Twp.	At per sale plan.				about 7,600	52	3.25

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rental.	Upset Price.
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.		\$	\$
			As	per	sale	plan.	5,030	16	45
								</	

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

PARTICULARS OF THE LOT.								
No. of Sale	Registry No.	Locality.	Boundary Measurements.				Contents in Square Feet.	Annual Rental.
			N.	S.	E.	W.		
			ft.	ft.	ft.	ft.	about	
1	100	At per sale plan.	2,304	15	8			

News in Brief

Mr. and Mrs. T. E. Jackson and their infant son were among the passengers on the s.s. Kashmir, which left for Home yesterday.

The return of notifiable diseases for the 24 hours ended at midnight on Friday shows four cases of smallpox and one of diphtheria, all Chinese.

The Tajmahal Silk Store, Flower Street, opposite the Sunday Herald office, announce a new shipment of ladies' three-piece set undies in crepe de Chine and satin crepe, all beautifully embroidered in new cutwork style.

HOUSEHOLD COAL**SELECTED GRADE LUMP COAL**

Upper Levels	\$21.00 per ton
Mid-Level	20.00 per ton
Central District	19.00 per ton
Kowloon	21.00 per ton

BEST HOUSEHOLD NUTS.

(For Kitchen Use).

Upper Levels	\$19.50 per ton
Mid-Level	18.50 per ton
Central District	17.50 per ton
Kowloon	19.50 per ton

TERMS: Cash with order.

MINIMUM QUANTITY: One ton.

ARNHOLD & CO., LTD.,

French Bank Building.

Des Voeux Road Central.

KAYSER SLIPPER HEEL HOSIERY

REMEMBER this number... 88X
R... in "Slipper Heel" hosiery. Ask to see it. It is the favorite the world over with women who prefer a sheer hose but want it to give wear. Notice the "Slipper Heel"... the exclusive Kayser feature that gives ankles slimmer, trimmer lines. Buy a pair... give it good, hard wear... and, you'll be devoted to 88X for life. Always shown in smart shades and always reasonable in price.

Kayser

Trade Mark Reg.

There's Quality in



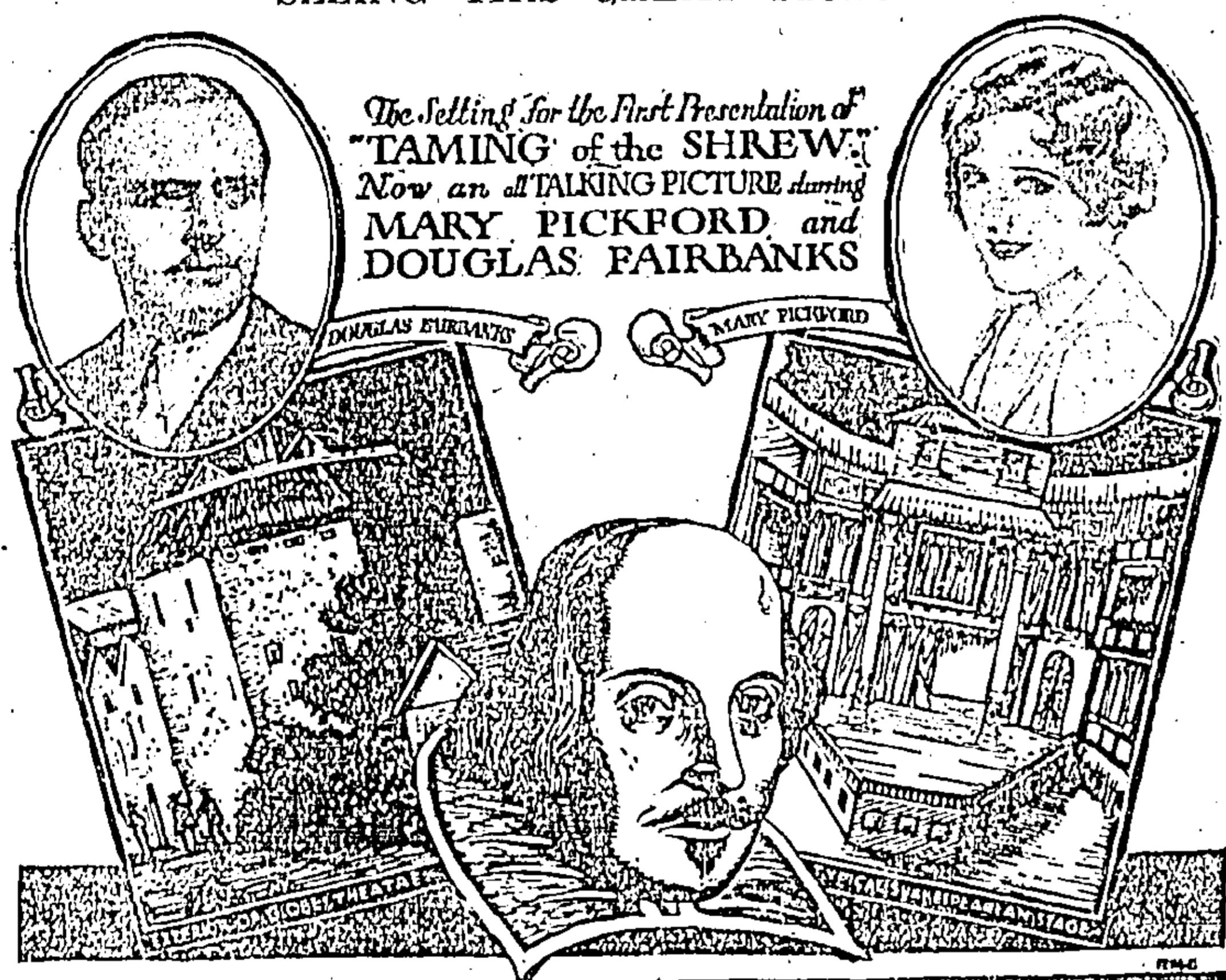
CAPSTAN CIGARETTES

The advertisement is issued by the British-American Tobacco Co. (China) Ltd. ED-5170



QUEEN'S

3 MORE DAYS ONLY 3
YOUR FINAL OPPORTUNITIES OF
SEEING THIS GREAT PICTURE.



"TAMING OF THE SHREW"

ALL-TALKING . . . ALL-LAUGHING COMEDY SMASH!
DON'T MISS THE SPECIAL
OVERTURE BY THE AUGMENTED ORCHESTRA
AND THE INSTRUMENTAL SOLOS

MOVIELAND

The Week's Films at a Glance

QUEEN'S THEATRE

(Daily at 2.30, 5.10, 7.15 & 9.20)

To-day to Tuesday—"Mary Pickford and Douglas Fairbanks" all talking and laughing screen interpretation of Shakespeare's immortal comedy, "The Taming of the Shrew."

Wednesday to Saturday—"Words and Music," an all talking, all dancing, all singing collegiate revue featuring Lois Wilson, Tom Patricola and David Percy.

WORLD THEATRE

At 2.30 & 7.15 Interpreter
At 5.15 & 9.20 Orchestra

Sunday to Tuesday:—At the 2.30 and 7.15 performances, "Wild West Romance" starring Rex Bell and "Perils of the Jungle" Episodes 7 and 8. At the 5.15 and 9.20 performances, "The Country Doctor" an appealing drama of the country practitioner.

Wednesday to Saturday:—Dolores del Rio and Charles Farrell in their latest co-starring picture, "The Red Dance" a tense drama of Russia during the Revolution and the reign of the Black Monk.

STAR THEATRE

Special Matinees on Saturday and Sunday at 2.30 p.m.

To-day and to-morrow:—Buster Keaton's greatest comedy, "The Cameraman." Packed with uproarious laughter from beginning to end.

Tuesday and Wednesday:—"Lord Jim" Joseph Conrad's thrilling drama of the tense struggle of the man who refound himself featuring Percy Marmont.

Thursday to Saturday:—Irene Rich and Audrey Ferris' latest picture, "Women They Talk About." A modern drama of Society and Politics.

MARY AND DOUG IN "TAMING OF THE SHREW"

When a beautiful girl counters a legitimate proposal of marriage tendered by a handsome, young man with such a statement as: "I'll see thee hanged," things are bound to happen.

And happen they do in "Taming of the Shrew" which comes to the Queen's Theatre as the feature attraction, next, and likewise brings Mary Pickford and Douglas Fairbanks to the screen for the first time. From the opening shot to the final fade out, "Taming of the Shrew" is just our long, glorious laugh. From the first moment gay but stubborn Petruchio (Douglas Fairbanks) lays eyes upon his bride-to-be, the stormy, tempestuous Katherine (Mary Pickford) there ensues a battle of wits and wills. Loving her fiery temper, and intrigued by her fiery remarks, "I'll see thee hanged!" Petruchio sets about unceremoniously to tame the shrew. To make things more complicated, he employs the very tactics that have won her the cognomen of "wildcat" throughout all Italy. How she resists, and how the ultimate solution is worked out could only be told by Shakespeare.

In this screen story of the bard's immortal comedy, brought to the screen for the first time in the history of motion pictures by Mary Pickford and Douglas Fairbanks, every bit of essential dialogue, comedy and striking situation has been left intact throughout the production. This was accomplished by Sam Taylor the man who made "Taming of the Shrew" and before that, "Coquette," which established Miss Pickford as one of the greatest emotional actresses the screen has ever seen. Taylor succeeded in retaining all the humanness which characterizes Shakespeare's works, and yet enhanced the scope of the play through the medium of the motion picture camera.

Critics who have seen the "Taming of the Shrew" hail it as an achievement of sound-recording, thanks to the innovations supplied by David Forrest, who was responsible for the microphone work on "Coquette."

Among the featured players who support the two stars in the comedy are Joseph Cawthorn, Clyde Cook, Dorothy Jordan, Geoffrey Wardwell and Edwin Maxwell.

"WORDS & MUSIC"

Lois Moran's First Revue

The "Hunting" number of "Words and Music," Fox Movietone musical revue coming this week to the Queen's Theatre's audible screen, tells a delightful love story with all the glamour and descriptive beauty of a romance novel.

The scene is laid in Britain in the hearty days of 1830. A young man is given a bachelor dinner by his comrades on the eve of his wedding. After a gay evening of song they call upon their honour guest to tell of his love romance. He does so in a hauntingly sweet song, "Too Wonderful for Words." His bachelor friends ask the bridegroom-to-be how he ever met such a wonderful creature as he lyrically describes. The scene changes and we see the exterior of the Bishop and Rook, old British country inn.

Hunting dogs and villagers are in the courtyard, the hunt, apparently, just having ended. The hunters ride in and dismount. All is gay and colourful confusion. One of the young hunters dances for the crowd, and Boots and the maid also dance until the frascible old inn-keeper orders them to their work.

The post-chaise dashes up with a tooting of horns and barking of dogs. Ladies of fashion dismount. The bridegroom-to-be, one of the hunters, opens the door of the coach and a beautiful young lady steps out. She is looking for her uncle who is to meet her at the inn. The uncle fails to appear and the handsome young hunter makes the best of his opportunity, making love to the girl. She does not repulse his advance.

And that, he tells his bachelor friends, was the beginning. Lois Moran is the girl, the bride-to-be, David Percy, the young lover, Dorothy Jordan, Broadway favourite, is a young huntress who dances, and Jack Wingo and Marjell Gardner are Boots and the maid, respectively.

The number is colourfully and charmingly staged in settings that bear the stamp of historical authenticity.

PETTICOAT POLITICS THEME OF FILM HIT

"Women They Talk About" is a modern story of politics with the more feminine theme of love running a close second. It portrays, too, the conflict between the self-made and those who consider themselves to the manner born.

The present mayor was at one time office boy to grandfather, and an aspirant to the hand of daughter. Grandfather never forgets this and when daughter returns from some years abroad she finds the two men in a broil which she only makes worse by interference. The mayor is running for a second term and some of daughter's friends suggest that she gets into the political arena in opposition. This she does.

All the while the mayor's husky son has been driving a truck, for its influence on his father's labour vote—and making love to the daughter of the lady candidate.

Grandfather storms but the love-making goes on. The mayor also storms but with the same result. He finally hits on the idea of having grandfather's house raided during granddaughter's birthday party, attended by the strong-headed son.

A henchman of his Honour retaliates by kidnapping the girl. The boy leaps to the breach and in the fight that follows the thug escapes and the mayor is wounded. This is a bare outline of part of the action which makes "Women They Talk About" one of the most exciting films of the season.

Irene Rich is at her most charming self as the unwilling politician. Audrey Ferris delightfully plays the petulant daughter. William Collier, Jr., adds another part, to his fine screen repertory, and wins himself a larger audience. In Randolph, always distinguished, is especially successful as the mayor.

"THE RED DANCE" SHOWS POWER OF RASPUTIN

Black Monk of Russia Plays Out His Role to Logical End in Film

One of the silent scenes of "The Red Dance" is that in which Rasputin, the pretended monk who demoralized the Russian Imperial court is shown being brought to his death. It is an instance of how some of the most effective scenes in a silent drama can come as a happy afterthought.

As originally carried out by Raoul Walsh, Rasputin had played a pivotal part in the picture. He was shown exerting his evil, hypnotic spell over the Czarina—an influence which brought the Romanoff family to the brink of ruin. He was depicted whispering slyly in the ear of the Czar and gaining a hold on that well-meaning but weak-willed monarch. He was exhibited as being the spur which brought Charles Farrell, playing a grand duke, to the palace to ferret out the evil figure who was drawing disaster down upon his beloved country. It was that visit, incidentally, which caused the young grand duke to be betrothed to a princess and so torn from the side of his lowlier sweetheart, played by Dolores del Rio.

Having achieved all this, Rasputin was allowed to fade out of the picture. After the picture had received its first test projection, Walsh, who is constantly mulling over the material at his command and changing it almost up to the moment of the official premiere, figured that it wasn't particularly reasonable to leave Rasputin suspended in mid-air like that,

and Gillingwater is all crochety grandfathers personified.

"Women They Talk About" has been splendidly directed. It is in short a picture that you should be sure to see.

QUEEN'S

YOU'VE SEEN
MARIANNE

DON'T MISS THE SECOND OF THE BIG 6
TAMING OF THE SHREW

NOW WE OFFER

WORDS AND MUSIC

THE ALL TALKING-DANCING-SINGING REVUE

with LOIS WILSON

TO BE FOLLOWED BY

THE TRESPASSER

with GLORIA SWANSON

"BROADWAY"

CARL LAEMMLE'S SPECTACULAR REVUE

THE COCKEYED WORLD

with VICTOR MACLAGLEN — EDMUND LOWE.

without giving such a dominant figure a final send-off.

Besides, Walsh realized that the exact historical episode of Rasputin's dramatic as to afford a chance for an unusual high light in the picture.

So the cast was recalled, including Andress De Segura as one of the aristocracy who formed the inner circle who resented Rasputin's deadly influence at court. And Barry Norton was introduced into the story as the young noble-

man who avenged the wrong done putin's finish was in itself so to his own family and the women-folk of other aristocrats. He planted a bullet into Rasputin in a scene for which eye witnesses have furnished some of the most vivid and unforgettable descriptions in history.

Then at last Walsh felt that his story, as well as Rasputin, could rest in peace.

"The Red Dance" is coming to the World Theatre on Wednesday.

WILLIAM FOX
presents



Campus Life with a Kick

told on
FOX MOVIE TONE

Dazzling Dialog
Tantalizing Times

and
THRILLS GALORE

Chorus of 100 CAMPUS CUTIES

Hear
and
See It!

HEAR about Mary Brown, S. A. (her special degree, meaning sex appeal) and what she did for just a poor boy trying to get an education. A rousing yarn of a dear old alma mater where you don't graduate unless you've got credits in love and laughter.

All Talking, Singing, Dancing Musical Revue

AT THE

QUEEN'S

WEDNESDAY TO SATURDAY
BOOK NOW! BOOK NOW!

TO-DAY & TO-MORROW
Daily at 2.30, 5.30, 7.20 & 9.20 p.m.
LEATRICE JOY

*"Nobody's
Widow"*

Make a date
with her — she
will show you a
good time!



DONALD CRISP
production

A SWEET LOVE ROMANCE —

Packed with fun, many thrills,
much mystification, with two
rare beauties and plenty of
JOY—that's Nobody's Widow.

She drank to him with her eyes and — became
intoxicated with jealousy — You'll learn about
women, and widows, when you see this sparkling
comedy.

COMING!



SIR JOHN M. HARVEY
Stage Star Talks of Film
Work

When first I entered the studio where "The Only Way" was being filmed, I was convinced I had strayed into a slaughter house. The ear of Sidney Carton is accustomed to the language of violence, but here was something far more murderous than even he had yet encountered. "Hit him on the head with the baby."

"Cut off those twins."
"Kill all those niggers."
I was shocked about the baby, scandalized about the twins and bewildered about the "niggers."

I could think of no place where niggers might be appropriately introduced into "The Only Way," a film version of the stage play based on Dickens' "A Tale of Two Cities," even if they were to be speedily put to death. Then I saw Herbert Wilcox, the motion picture producer, and protested.

"But there are niggers in every picture," he replied.

"These are the niggers," he explained, pointing to a series of elongated blackboards used for shading the film camera from the glare of studio lights. Likewise he explained that a twin is a light with two burners, and that a baby is what we call a spot-light on the stage.

So I came to anchor in a new world, the fascination of which increased day by day as "The Only Way" assumed a film form which I am sure all those who have loved the stage play will appreciate.

Acting for the screen seems to me to be much more difficult than acting for the stage. However in different a player may be on the stage, he may always make his part, if not presentable, at least intelligible by speaking his lines so

that his audience may hear him. The screen player must work almost entirely without this prop.

The sympathetic producer having invented scenes to convey character, and having chosen a cast of talent, proceeds to photograph not words, and not mere action, but thought.

Action is merely the alphabet of the screen. Thought is its language. The manner in which thought is pictorially portrayed differentiates the stylist from the hack, and the advancement of the screen lies entirely in its increasing ability to photograph thought.

Where there is no genuine thought there can be no genuine picture. That is why, in the natural course of the evolution of the screen, films are being made more and more with brains.

There are now quite a number of films, regularly being made which are genuine character studies, formed according to excellent dramatic canons and showing logically the development of character under the influence of chosen environment.

One must remember that that class of picture now with universal contempt called the factory made film was once, not so long ago, universally hailed as a masterpiece. Decidedly film standards are rising.

In making "The Only Way," the care taken to have all details accurate to the period of the story would, a few years ago, have been regarded as a waste of time, money and brains. It is not so now, because cinema audiences, where they were "fans" are now, quite properly, critics.

And that is as it ought to be, because the influence of the motion picture is something of limitless possibilities. I regard it, properly handled, as the continuation school of the world, and as far as our Empire is concerned, a band across the Seven Seas.

That is why I am glad "The Only Way" has been filmed, and why I shall feel richly rewarded if it will advance the cause of British picture production.

Selfishly, I think the filming of "The Only Way" for United Artists Corporation releases my only chance of immortality.

Majestic THEATRE
NATHAN ROAD, KOWLOON

THURSDAY TO SATURDAY, 13th TO 15th MARCH.



MARTIN HARVEY
IN
"The ONLY WAY"

STIRRING!

DRAMATIC!!

SPECTACULAR!!!

A tremendous epic of love and heroism... Blazing with
Suspense and emotion... Crackling with magnetism and
human sympathy.

"THE ONLY WAY" is a screen adaptation of CHARLES
DICKENS' famous classic, "A TALE OF TWO CITIES," with
Sir John Martin Harvey, a star who ranks in personal magnetism
with such notables as Forbes-Robertson and Richard Mansfield,
in the principal role.

"THE ONLY WAY"
Dickens' Story Film for
Majestic

Herbert Wilcox, who adapted for the screen the stage play "The Only Way," based on Charles Dickens' "A Tale of Two Cities," and is entirely responsible for the making of the film, stands foremost among British motion picture producers.

His first production, an adaptation of the stage success, "Chu Chin Chow," aroused great comment, and he was immediately hailed as a director of note. His other photographs are "Southern Love" and "Decameron Nights," both of which stand pre-eminent among British productions. "Nell Gwynne" with Dorothy Gish was another adaptation which Wilcox adapted with great success.

"The Only Way" comes to the Majestic Theatre, next Thursday under a United Artists Corporation.

WALK TO SCAFFOLD

Actor in Dickens' Story Has Novel Experience

"It is a far, far better thing that I do
than I have done;
It is a far, better rest that I go to
than I have ever known."

Following days of scene shifting and rehearsal, the last of the big sequences, the guillotine scene, in the screen version of "The Only Way," an adaptation of Charles Dickens' "A Tale of Two Cities," with Sir John Martin Harvey in his original stage role of Sydney Carton, were filmed at St. Margaret's, near London.

Great care was bestowed on all the various sequences in "The Only Way." But perhaps the most colourful is the scene depicting Sir John as a candidate for the guillotine. Sir John did not seem to be in a hurry to meet his fate.

Sir John's movements to the scaffold were done by numbers. On the command "one" he took his first step; on the command "two" his second step, and so on. This, of course, in the preliminary trials to give an idea of the "walk" necessary and to satisfy the photographer, Sir John took it all in

IN OTHER'S ARMS
High Lights of Amusing
Story

Everybody will enjoy this story. The scene of the marriage is excellent. The discovery by the wife of her husband in the arms of a pretty Parisienne, and her subsequent flight, are absorbing. The unexpected meeting of Roxanna and her husband in California is prolific of many entertaining moments. The incident in a tavern when Roxanna is compelled to battle for her honour with a strong man, and which results in her rescue by her husband after an exciting chase, and their ultimate reconciliation are dramatically presented. The picture is packed with laughs.

good part. It is said that, exacting as it has been, he enjoyed the making of the picture more than any-

The scene was taken with different lighting effects, one representing broad daylight and the other early dawn. In one "shot" the crowd, armed with bill-hooks, scythes, pitchforks, and other implements, were still; in the other, they sang the "Marseillaise."

As representing types in a mob of the French revolution the faces were really wonderful. Although the public will probably think differently when "The Only Way" is released, the man most to be pitied was not Sir John but the executioner, dressed in thick black tights and wearing a wig of thin, long, rattled hair in a temperature of well over eighty.

As a matter of fact, the actual beheading was not done, even in silhouette. A man holding a basket at the foot of the guillotine and occasionally glancing up as if saying "Be quick, I'm waiting," imparted all that was necessary in realism.

STAGE STAR DRILLED IN MOVIES

It was curious in the studios at St. Margaret's, London, to see the experienced Sir John Martin Harvey, as Sydney Carton, being put through his paces like a raw recruit at rifle drill.

OFF THE SCREEN
Husbands and Their
Spouses

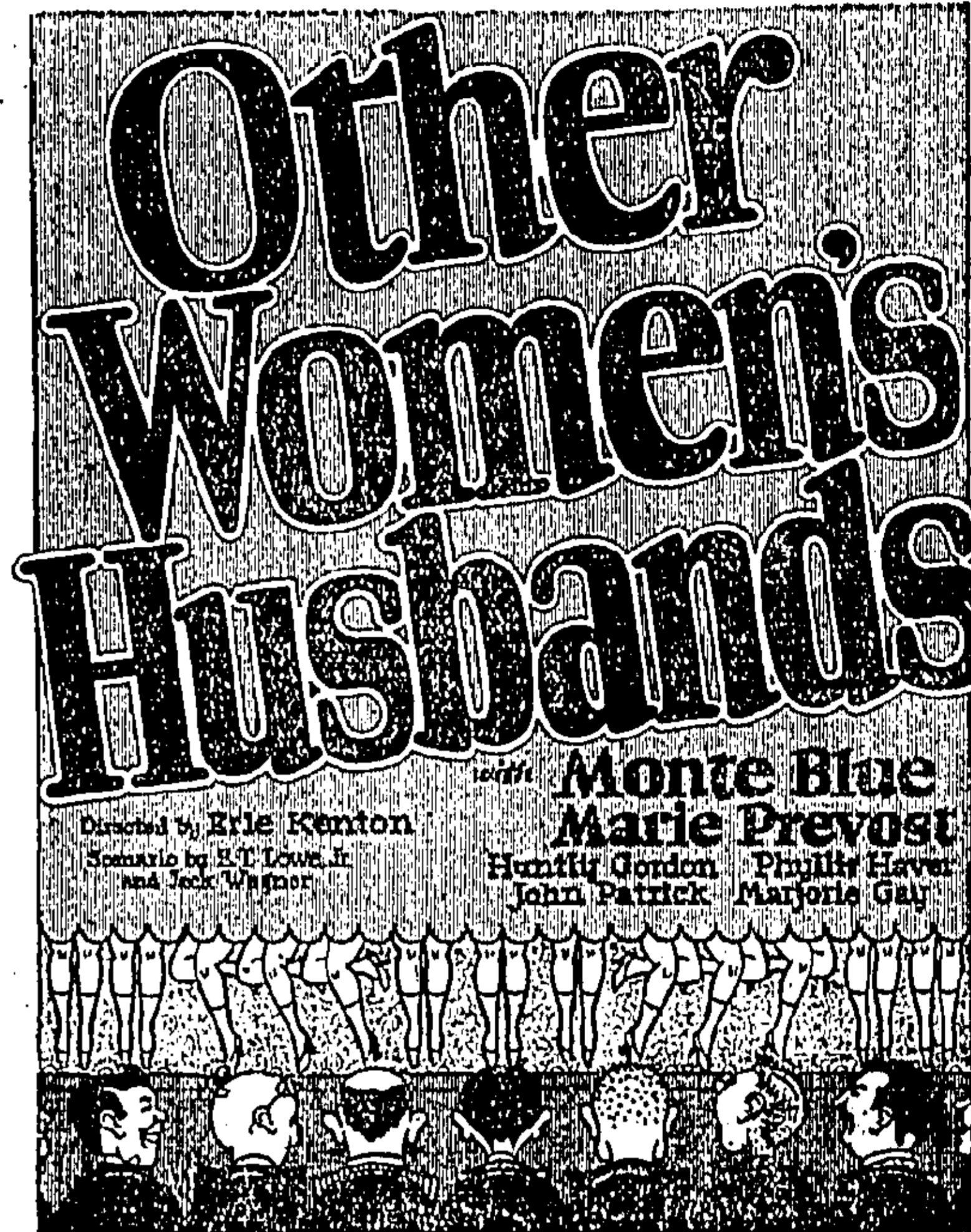
The question has often been asked by laymen, just how the wives and husbands of motion picture actors felt when they saw their spouses on the screen fondly embracing or in the arms of another. For instance, here is Monte Blue and Marie Prevost, who have been playing together for some time, and practically always as a young married couple, and each is happily married—but not to each other. Marie is Mrs. Kenneth Harlan, while Monte married a non-professional, and while Monte and Marie were making "Other Women's Husbands" the two used to sit on the side-lines of the set and watch their respective spouses act.

There was nothing thought of it, as it was just in the day's work, and when the scene was over, the players would come over to their partners and visit, and then, when the final scenes were shot, the four would trip over to one or the other's house. That is the answer as to what actors' wives and husbands think.

MERRY MASQUERADE

Masquerade! What a wealth of gaiety the word implies. Organized merrymaking, with identity concealed beneath the holiday grotesqueries of elaborate and colourful costumes and mysteriously half-revealing masques. That is the time and the place where banker and butcher put off their garments of reserve and respectability and become frolicsome children in search of romance. How many hearts, sated with the dreadful monotony of dull routine quicken ecstatically to the rhythmic melodies of the flower-bedecked orchestra and find for a few brief hours the fountain of youth and happiness. How many, like the neglected little bride who has come to the ball to disprove her suspicions of her husband's infidelity in "Other Women's Husbands," wear beneath the painted smiles of their

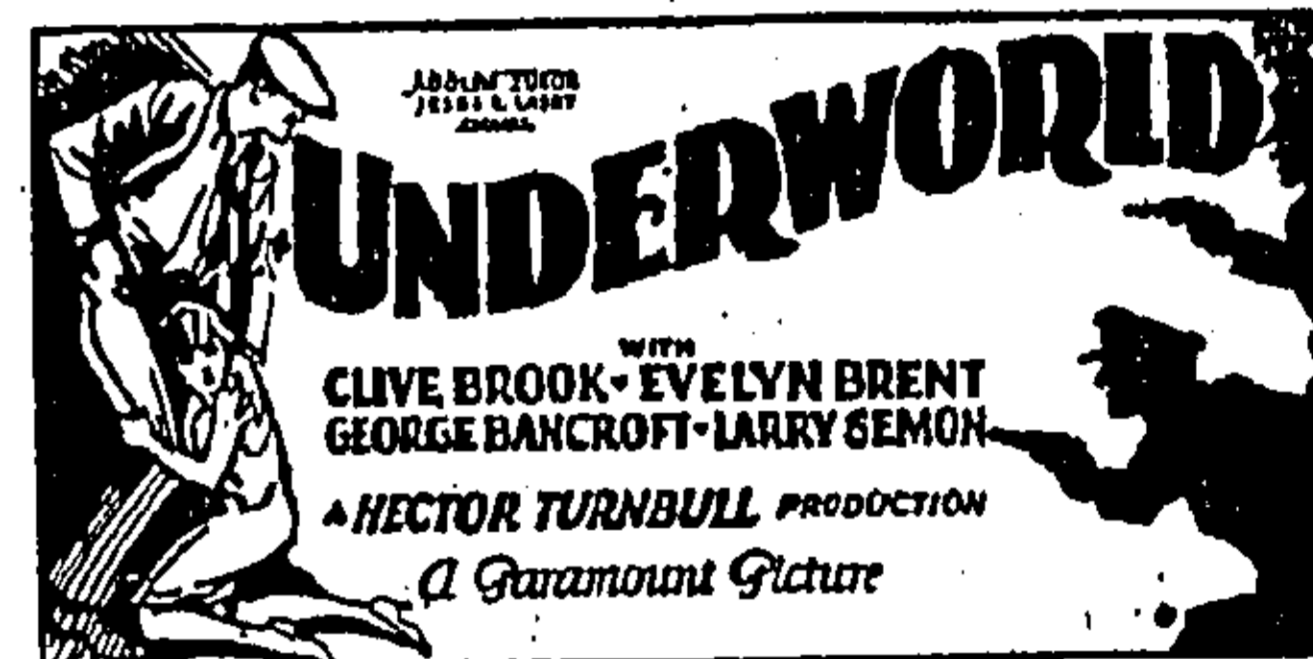
TUESDAY & WEDNESDAY
11th and 12th March.



Other charms, other kisses, other women, other husbands. When a man covets his friend's wife and the wife encourages him. Can a husband trust his best friend where his wife is concerned?

The story of a man who began to sow his wild oats after marriage.

COMING!



"NOBODY'S WIDOW"
"Eat and Keep Thin"
Says Phyllis Haver

Found! One screen celebrity who can eat what she wants—and as often as she wants, with no regard for her periphery.

Phyllis Haver needs no beauty doctor, no reducing exercises, and yet she retains the charming figure which started her on her screen career as a Mack Sennett bathing beauty. She eats plenty and keeps her slender figure!

Although the beauty parlours of Hollywood are besieged with camera celebrities all seeking to decrease their avoirdupois, to throttle that threatening double chin and to bring about that much desired figure, Phyllis is not on their list of patrons.

She is one of the few screen players whose figure is not threatened by over-eating. "Don't ask me whether I am on a diet," Phyllis remarked, "I'm not. I drink lots of water, get eight hours of sound sleep and move about in the sunshine as much as possible—but I do watch my hours for breakfast, lunch and dinner. I never indulge in a bite between meals. Breakfast at 7.30 to 8; luncheon from 12 to 1; and dinner from 6.30 to 8. It is not so much the food that you eat, but the time and manner of eating. By observing this schedule, I can always eat sufficiently and still retain my normal weight."

Miss Haver appears with Leatrice Joy in her new star picture, "Nobody's Widow," which is the featured attraction at the Majestic Theatre, Kowloon to-day. Charles Ray, David Butler, Dot Farley, Charles West, and Fritz Ridgway are in the cast. Donald Crisp directed.

band but uses all her gulle and personal feminine charms to lead him astray?

"Other Women's Husbands" is coming to the Majestic Theatre on Tuesday, for a short engagement of two days. It is based on the story by E. T. Lowe, who, in collaboration with Jack Wagner, adapted it to the screen.

What could be the result of such a situation, a husband led astray by a conscienceless homewrecker, a wife desired and schemed for by an unscrupulous attorney? The law to relieve him or her? Also of his feminine accomplice who not only covets her neighbour's husband but uses all her gulle and personal feminine charms to lead him astray?

"The Finest 'Nightcap'"
"I find Glax-ovo all that you claim for it. As a 'nightcap' or sleep-inducer I think it is the finest I have yet tried, as it doesn't stop at giving one a good night's sleep, but a fit-for-anything feeling in the morning."
Mrs. M. G.

The Best Night's Rest

"After taking Glax-ovo I had the best night's rest I have had for a very long time and woke next day feeling very rested."
Mrs. B. L. S.
"I have had the best night's rest for many months. I now know what to have for supper."
Miss A. K.

No more sleepless nights

fictitious gate—and yet can't fall asleep—when nothing will induce even that dreamy feeling that ushers in sleep, how you long for dawn. As you hear the clocks strike and listen to the myriad sounds that fill the darkness, you realise that there is no real stillness of the night.

And when morning comes, you get up jaded and unrefreshed and totally unfit to face the day's work or enjoy the day's play.

How different it is when you can go to bed and enjoy the peaceful dreamless sleep of a tired healthy child. And this blessing of sound sleep is within your reach if you take a cup of Glax-ovo each night before going to bed.

The marvellous "Ostelin" vitamin D concentrate feeds those starved and harassed nerves, its rich milk and selected malt extract give rise to that drowsy feeling, and its delicious chocolate flavour makes it an added pleasure with which to round off the day. Get a tin to-day and try it for yourself.

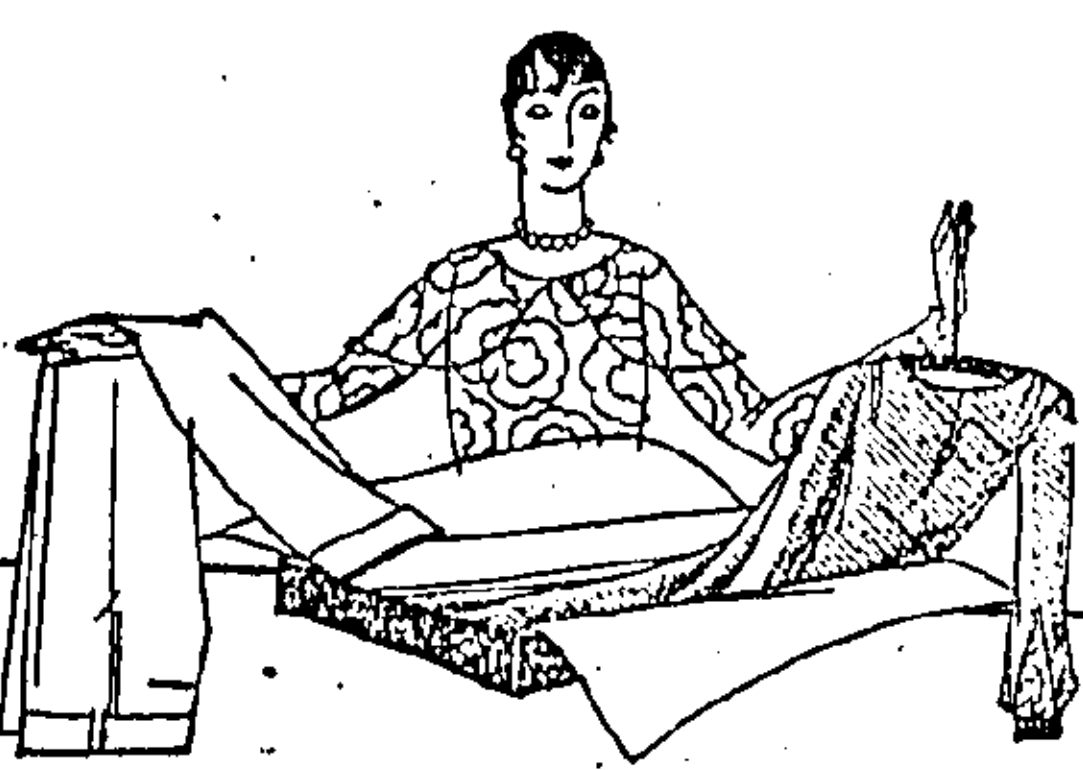
GLAX-OVO

the vital food-drink
for men, women and children

Needs no milk—there's plenty in it
Only hot water—made in a minute

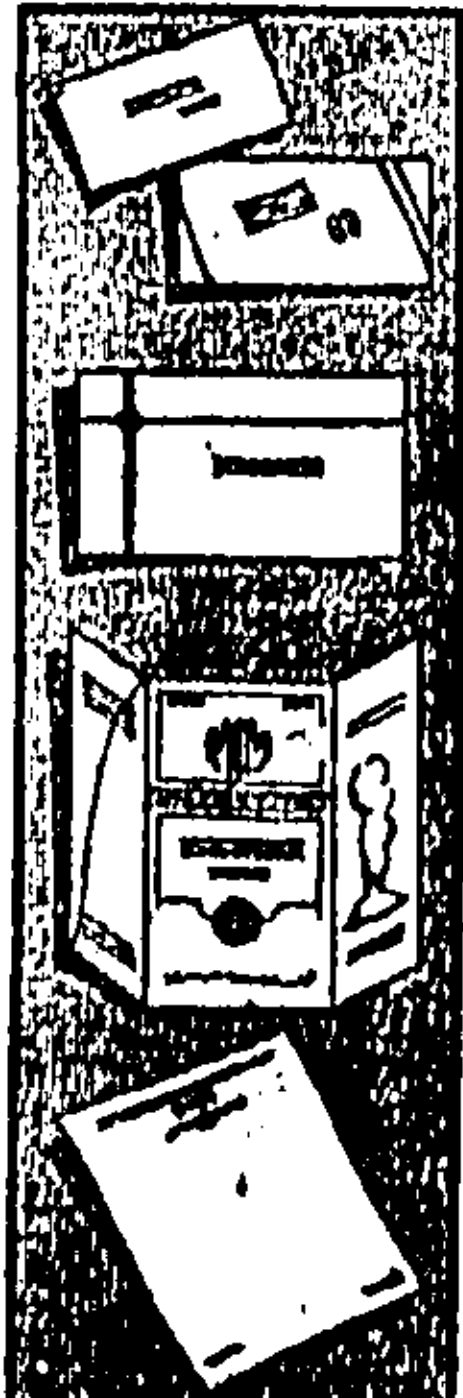
To W.R. Loxley & Co., Hong Kong.
I enclose 1/- in stamps for a trial tin of
GLAX-OVO

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DAINTY THINGS, too, Cleaned Perfectly!
By SUN HOW WAH.
華 巧 新
DYERS & DRY CLEANERS.

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YESTERDAY'S RACES

(Continued from Page 1.)

tilly challenged in the straight, and came through to win by 1½ lengths. Piccilli dropped back and was beaten by African Boy and San Francisco (who carried 15 lb. overweight) for a place, thus sadly disappointing his many backers.

2.—February Stakes: Five Furlongs.—For China Ponies, Subscription Grifins of this Club of this Season, non-winners, whether starters or not. Weight for inches as per scale. Jockey Allowance. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Wong Ping-shun's Thracian 158 lb. (Mr. Charles) 1
Dellany & Gordon's Snarell 153 lb. (Mr. Arnold) 2
Parkson Chan's Iron Blood 152 lb. (Mr. Stanton) 3
K. H. Kay's Ostris 158 lb. (Mr. Reidy) 4

Chen & Tse's Ah Suen 158 lb. (Mr. Backhouse) 0
Y. T. Fung's Arabian Sea 155 lb. (Mr. Y. M. Loo) 0
H. K. Uong's Baby Face 153 lb. (Mr. S. Y. Liang) 0

L. Dunbar's Bay of Astoria 158 lbs. (Mr. Soares) 0
N. R. Bjuke's Berse Akka 147 lb. (Mr. Fischer) 0
Ho Kom-tong's Chess Hall 155 lb. (Mr. da Roza) 0
John's Duncie 155 lb. (Mr. Heard) 0

Harbot's Gay Picador 150 lb. (Mr. Botelho) 0
Chow & Chau's Happy Day 149 lb. (Mr. Ip Kuy-ling) 0
Seth's Hencethforth 150 lb. (Mr. McCartney) 0

Chan Wai-yun's Hong Kong Beau 152 lbs. (Mr. Yue Shun-wa) 0
Topside's Mountain Oak 158 lb. (Mr. Frost) 0
J. F. Macgregor's Strathroy 155 lb. (Mr. Newbigging) 0

E. L. Hosie's Teuchit 152 lb. (Mr. Harriman) 0
Ramat's The Dodo 155 lb. (Mr. Bulteel) 0
Wong Ping-shun's Thuringian 155 lb. (Mr. Macgown) 0

Nickels's Tightro 150 lb. (Mr. H. C. Lee) 0
Won by two lengths; a head. Time: 1 min. 20.2/5 secs. Pari-mutuel: Winner \$20; Places 1st \$7.50, 2nd \$6.80, 3rd \$14.50.

Snarell 469 842
Thracian 303 614
Chess Hall 94 256
Mountain Oak 76 131
Iron Blood 70 162
Teuchit 29 63
Duncie 29 197
Ostris 27 160
The Dodo 23 71
Baby Face 19 53
Strathroy 17 48
Bay of Astoria 16 40
Arabian Sea 11 30
Happy Day 8 27
Hong Kong Beau 8 23
Berse Akka 7 23
Hencethforth 6 13
Gay Picador 5 11
Thuringian 4 13
Tightro 3 16
Ah Suen 2 13

Thracian came in here two lengths ahead of Snarell, who made yet another big burst on the outside in the straight, to beat Iron Blood out of third place by a head. Hencethforth was hopelessly left at the start, and was "miles" behind throughout. Snarell was a strong favourite, Thracian being next best backed, with the rest of the money evenly spread over the field.

3.—Happy Valley Handicap: "B" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

K. H. Kay's Tarmacadam 144 lb. (Mr. Backhouse) 1
Tester & Abraham's The Apo 147 lb. (Mr. Harriman) 2
Hinson & Yam Man's Monk 149 lb. (Mr. Y. M. Loo) 3
Retau's Orlando 164 lb. (Mr. Ip Kuy-ling) 4

Mrs. R. M. Austin's Armony 155 lb. (Mr. Frost) 0
W. G. Fischer's Buster 147 lb. (Mr. Fischer) 0
Heard's Christmas Belle 167 lb. (Mr. Stanton) 0

Mrs. K. E. Belth's Cream Cracker 149 lb. (Mr. Newbigging) 0
L. Dunbar's Deception Bay 167 lb. (Mr. Stanton) 0
Dr. J. C. Macgown's Diana 164 lb. (Mr. Macgown) 0

Chan, M. & A. E. M. Rafeck's Glorious Stag 143 lb. (Mr. McCartney) 0
Cheng & Ng's Glory 144 lb. (Mr. Botelho) 0
John Peel's Grey Dawn 164 lb. (Mr. Heard) 0

K. C. Lau's Mount Elburz 140 lb. (Mr. H. C. Lee) 0
N. Hinchin's Orange William 173 lb. (Mr. Charles) 0
N. Hinchin's Sunning 146 lb. (Mr. Arnold) 0

W. E. L. Shenton's The Albatross 167 lb. (Mr. da Roza) 0
Wong Ping-shun's Thunderbolt 140 lb. (Mr. S. Y. Liang) 0
Won by 3 lengths; ½ length. Time: 1 min. 34 secs. Pari-mutuel: Winner \$13.90; Places 1st \$7.70, 2nd \$10.80, 3rd \$31.30.

Tarmacadam 468 839
The Apo 256 391
Armony 192 476
Sunning 95 258
Thunderbolt 82 160
The Albatross 75 170

Grey Dawn 75 158
Cream Cracker 49 116
Buster 42 126
Monk 42 87
Deception Bay 23 73
Christmas Belle 17 34

Orange William 17 29
Orlando 11 25
Mount Elburz 3 11
Diana 3 9
Glorious Stag 2 18
Glory 2 12

Tarmacadam went into the lead, followed by The Albatross, with Grey Dawn lying third. Past the Rock, Grey Dawn dropped out, and Tarmacadam, although boring out coming into the straight, went on to win comfortably from The Apo, who came up at the finish. The Monk was third, and Orlando fourth. Tarmacadam was a strong favourite, and justified the public's confidence.

4.—First Extra Meetings Stakes: One Mile.—For all China Ponies. Weight for inches as per scale. Winners this year of stakes value \$750 to \$1,400—5 lbs.; \$1,401 to \$2,999—10 lbs.; over \$2,999—14 lbs. penalty. Subscription Grifins of this Club of this Season allowed 5 lbs. Jockey Allowance. Entrance Fee \$5. 1st Prize: \$750. 2nd Prize: \$300. 3rd Prize: \$150.

John Peel's Adam 165 lb. (Mr. Heard) 1
H. S. Chan's Chesapeake Bay 158 lb. (Mr. Harriman) 2
Ho Kom-tong's Majestic Hall 165 lb. (Mr. da Roza) 3

Toog & Priestley's Fair Sport 161 lb. (Mr. Reidy) 0
C. M. Leitao's Ma Kau Sinc 161 lb. (Mr. Charles) 0
Won by 2 lengths; 2 lengths. Time: 2 mins. 09 secs. Pari-mutuel: Winner \$7.40; Places 1st \$6.20, 2nd \$15.10.

Adam 1,531 1,539
Majestic Hall 556 720
Chesapeake Bay 219 184
Fair Sport 139 182
Ma Kau Sinc 63 123

The race was unexciting, and the time (2:09 sec.) reflects it. All the jockeys appeared to wait upon each other until the run-in, when Mr. Heard, on Adam, jumped into the lead, and held it to the finish. Chesapeake Bay appeared to be gaining on him at the post, but it looked as if Adam was not being greatly extended. Mr. Heard deserved his win as he solved the tactics of the race, and came along just at the right moment. Majestic Hall disappointed, and never looked really imposing.

5.—Happy Valley Handicap: "C" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Own's Amusement Tax 155 lb. (Mr. S. Y. Liang) 1
Mac's Zephyr 163 lb. (Mr. Heard) 2
Lau & Lee's Duke of Normandy 11. 163 lb. (Mr. Frost) 3

Mrs. Pearce's Piccy 161 lb. (Mr. Bulteel) 3
U Sz-wing's Billiards 157 lb. (Mr. Yue Shun-wa) 0
S. To Wong's Chicot 158 lb. (Dr. S. T. Wong) 0

D. L. Newbigging's Dark Eyes 152 lb. (Mr. Newbigging) 0
Lau & Lee's Duke of Milan 160 lb. (Mr. H. C. Lee) 0
Mo's Inca 157 lb. (Mr. Charles) 0

Cocktail's Martini Cocktail 153 lb. (Mr. da Roza) 0
D. A. Cave's May 145 lb. (Mr. Botelho) 0
D. A. Cave's Movangher 152 lb. (Dr. Macgown) 0

Yue & Lo's Pumpkin 157 lb. (Mr. Y. M. Loo) 0
Ferdinand's Stomach Shop 145 lb. (Mr. Harriman) 0
F. Lobel's Sunshine 155 lb. (Mr. Harriman) 0

Harbot's The Jungle Book 146 lb. (Mr. Stanton) 0
Tang Kee's The Ringer 149 lb. (Mr. Fischer) 0
Pearley's Tomato 147 lb. (Mr. Backhouse) 0

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Won by a short head; 2 lengths. Time: 1 min. 56.2/5 secs. * Dead heat.

Places 1st \$9.40, 2nd \$6.00, 3rd \$15.70 (dead heat).

Zephyr 686 1,205
Duke of Normandy 442 820
Amusement Tax 149 291
Piccy 139 351
Sunshine 109 238
Martini Cocktail 94 172

Inca 60 146
Dark Eyes 57 149
Tomato 54 104
The Jungle Book 34 112
Pumpkin 17 65
Siamese Shop 9 52

Billiards 9 34
Duke of Milan 9 32
Chicot 6 11
Movangher 6 12
The Ringer 2 12
May 2 19

The Jungle Book led for the first four furlongs, but then Amusement Tax and Zephyr came through the big field, and a neck-and-neck race ensued, with Amusement Tax winning in the last stride by a short head. It was a thrilling finish. Piccy and Duke of Normandy II dead-heated for third place in the best race of the day so far.

6.—Aberdeen Plate: One Mile.—For China Ponies, Grifins of this Season, non-winners, whether starters or not. Weight for inches as per scale. Jockey Allowance. Entrance Fee \$5. 1st Prize: \$100. 2nd Prize: \$50. 3rd Prize: \$100.

Tester & Abraham's The Tiger 161 lb. (Mr. Frost) 1
L. Dunbar's Lobster Bay 161 lb. (Mr. Soares) 2
Mrs. N. Hinchin's Silver Queen 161 lb. (Mr. Bulteel) 3

Hynes & Mackie's Pippin 161 lb. (Mr. Harriman) 4
John Peel's Abel 155 lb. (Mr. Heard) 0
Yam Man's Blue Heaven 158 lb. (Mr. da Roza) 0

Ho Kom-tong's Empress Hall 163 lb. (Mr. Y. M. Loo) 0
Harbot's Gay Caballero 161 lb. (Mr. Charles) 0
Ho Sai-man's Shiny Pearl 160 lb. (Mr. Ho Sai-man) 0

Chun Tin-sion's Witty Stag 153 lb. (Mr. Arnold) 0
Won by 1½ lengths; ½ length. Time: 2 mins. 09 secs. Pari-mutuel: Winner \$8.20; Places 1st \$6.00, 2nd \$11.90, 3rd \$11.10.

The Tiger 1,109 1,774
Witty Stag 351 631
Lobster Bay 152 255
Silver Queen 114 298
Pippin 92 274
Gay Caballero 73 137

Blue Heaven 71 150
Empress Hall 62 122
Abel 69 141
Shiny Pearl 12 32

An accident marred this race, when Mr. Y. M. Loo, on Empress Hall was thrown when just beyond the six-furlong post, his mount completing the course riderless. Mr. Ho Sai-man, on Shiny Pearl, was also unseated in the straight, but his accident was not serious.

The race itself was featureless, all the ponies being bunched up until past the Rock, Abel having faded out after an early burst. The Tiger, Lobster Bay, and Silver Queen then fought out the issue, finishing in the order named. The victory was a popular one, the skewball pony being a tremendous favourite in the public fancy.

7.—Stanley Stakes: One Mile.—For China Ponies, Subscription Grifins of this Club of this Season. Weight for inches as per scale. Winners of one race 5 lb. extra, of two races 7 lb. extra, of three or more races 10 lb. extra. Jockey Allowance. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Mrs. Pearce's Tonbridge 162 lb. (Mr. Bulteel) 1
Sturt & Lobel's Tango 162 lb. (Mr. Harriman) 2
Ho Kom-tong's Bridge Hall 163 lb. (Mr. da Roza) 3

John Peel's Done Again 159 lb. (Mr. Heard) 0
John Peel's Greyback 160 lb. (Mr. Newbigging) 0
Dyer & Belth's Loch Fyno 160 lb. (Mr. Stanton) 0

Topside's Mountain Oak 158 lb. (Mr. Stanton) 0
Glegh's What's Yours 163 lb. (Mr. H. C. Lee) 0
Won by a head; a length. Time: 2 mins. 16.2/5 secs. Pari-mutuel: Winner \$12.40; Places 1st \$6.40, 2nd \$7.70, 3rd \$14.60.

Donbridge 875 1,399
Done Again 768 1,197
Tango 504 740
Bridge Hall 113 210
Loch Fyno 110 288
Greyback 22 61

What's Yours 21 85
Mountain Oak 17 23

the hot favourite, Done Again, out of a place.

8.—Wanchai Handicap: "B" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.

Uster's Erin's Isle 145 lbs. (Mr. Arnold) 1
W. E. L. Shenton's The Pheasant 155 lbs. (Mr. da Roza) 2
Dynasty's King's Falloch 145 lbs. (Mr. Bulteel) 3
Wayfong's The Jamaica 149 lbs. (Mr. Harriman) 4

Harbot's City Hall 158 lbs. (Mr. Botelho) 0
A. Reishagen's Fanling Stag 149 lbs. (Mr. MacCartney) 0
John Peel's Nookhall 160 lbs. (Mr. Heard) 0

Lt. Comdr. Bulteel's Samaritan 163 lbs. (Mr. Stanton) 0
Won by ½ length; ½ length. Time: 2 mins. 47 secs. Pari-mutuel: Winner \$90.00; Places 1st \$13.90, 2nd \$6.30, 3rd \$11.50.

The Pheasant 949 1,222
Nookhall 322 474
The Jamaica 233 420
Samaritan 233 333
King's Falloch 147 267
Erin's Isle 102 188

City Hall 33 41
Fanling Stakes 13 46

City Hall went away at a cracking pace when the flag fell with Samaritan in close attendance. The Hall pony was still in the lead going up to the Rock, but here the pace told and The Pheasant went into the lead. The Pheasant and King's Falloch were fighting it out at the turn, but Erin's Isle closed at the distance, and came home a surprise winner. The dividend was \$90, somewhat less than had been anticipated. Mr. Arnold rode a very skilfully judged race, and is to be complimented on his win.

9.—Wanchai Handicap: "A" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.

Dynasty's King's Colour 158 lbs. (Mr. Arnold) 1
Yam Man's Carnival Eve 166 lbs. (Mr. da Roza) 2
Eve's Misty Eve 162 lbs. (Mr. Reidy) 3

Ho Kom-tong's Imperial Hall 148 lbs. (Mr. Ip Kuy-ling) 4
Belth & Heard's Christmas Chimes 153 lbs. (Mr. Heard) 0
Heard's Christmas Frolic 154 lbs. (Mr. Frost) 0

Dyer's Four Clubs 163 lbs. (Mr. Bulteel) 0
Eve's Grand Tattoo Eve 160 lbs. (Mr. Backhouse) 0
Own's Little Thunder 146 lbs. (Mr. S. Y. Liang) 0

Hynes & Mackie's Pickle 158 lbs. (Mr. Harriman) 0
Won by ½ length; 2 lengths. Time: 2 mins. 39.2/5 secs. Pari-mutuel: Winner \$85.70; Places 1st \$16.60, 2nd \$6.80, 3rd \$9.80.

Carnival Eve 967 1,146
Misty Eve 355 428
Four Clubs 341 449
Christmas Chimes 311 409
Pickle 203 386
King's Colour 139 179

Little Thunder 103 197
Grand Tattoo Eve 31 34
Christmas Frolic 30 715
Imperial Hall 23 32

Carnival Eve got away at the start, attended by King's Colour, and Christmas Chimes. Carnival Eve dropped back on the incline up to the Rock, and the "Colour" took command. Christmas Chimes was out of it at the bend, and Misty Eve came up to challenge the leader. Carnival Eve, however, made another spurt, and pushed King's Colour hard in the run in, finishing only ½ length behind the winner.

Misty Eve was third, and Imperial Hall fourth. Carnival Eve carried most of the public's money, and consequently King's Colour, which was not much fancied, paid out \$85.70, the second best dividend of the day.

Officials
The officials for the meeting were:
Patron: H.E. the Officer Administering The Government (Hon. Mr. W. T. Southern, C.M.G.).
Honorary Stewards: H.E. Vice-Admiral Sir A. K. Walsell, K.C.B., H.E. Major-General J. W. Sandlands, C.B., C.M.G., D.S.O., Commodore R. A. S. Hill, C.B.E.

Stewards: Mr. C. G. S. Mackie (Chairman), Mr. B. D. F. Belth, Mr. R. M. Dyer, Mr. A. C. Hynes, Mr. M. T. Johnson, Mr. T. E. Pearce, Hon. Mr. W. E. L. Shenton, Mr. F. Sutton, Mr. P. Tester.
In charge of the Scales: Mr. R. M. Dyer, Mr. M. T. Johnson.
Clerks of the Course: Mr. B. D. F. Belth, Mr. T. E. Pearce.

Judge: Mr. P. Tester.
Assistant Judge: Mr. P. M. Hodgson.
Starter: Major F. Roche Kelly.
Second Starter: Mr. B. A. Sutton.
In charge of Paddock: Mr. F. Sutton.
Handicapper: Mr. C. M. H. Alves.
Timekeeper: Mr. A. E. S. Alves.
Honorary Surgeon: Dr. J. C. Macgown.

Honorary Veterinary Surgeons: Major F. Roche Kelly, R.A.V.C., Mr. L. Beldy, M.R.C.V.S.
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6945; from Canton.
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6007, 3602, 4149, 2490, 0448; from Wuchow.
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3057, 4099, 4382, 1728, 3504, 2420, 3057, 2490, 0735, 0005, 5714; from Shanghai.
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3111, 5594, 0956, 6856, 0213, 5894, 5502, 5231, 7127; from Canton.

NEW ITALIAN SERVICE
Commencing with the sailing of the steamer Piave, the Navigazione Libera Triestina, of Trieste, inaugurates a new fast service from Genoa to South Africa, via Gibraltar, returning to the Adriatic via Suez. The service is to be maintained by the following three steamers: Duchessa D'Aosta, Rosandra and Timavo, in addition to the Piave; all are oil-burning vessels of over 10,000 tons, capable of from 12 to 14 knots.

Each of the ships has accommodation for 48 first-class passengers and 10 third-class; in addition each vessel will be fitted with a de luxe suite comprising bedroom, saloon and bathroom.
Commencing on February 15, monthly sailings are scheduled from Genoa, with calls at Marseilles and Valparaiso, Cape Town being reached on March 12. On the return voyage calls are to be made at the various East African ports, Port Said being reached on April 27 and Venice a week later.

Secretary: Mr. C. B. Brown.
Treasurer: Messrs. Linstead & Davis.
Band Music
The Band of the 1st Battalion, Somerset Light Infantry (Prince Albert's), under Mr. E. J. Woodcock, played the following programme of music:—
March: Op. 51, Schubert.
Overture and Gavotte to "Mignon", Thomas.
Excerpta from: The Great Garbo, Askt.
Selection: Patience, Sullivan.
Fox Trot: (a) You Wouldn't Fool Me, Would You Henderson.
(b) I've Never Seen A Smile Like Yours.
Waltz: Unrequited Love, Leo Fall.
Song: "Savin".
Selection: The Vagabond King, Friml.
Morceau: The Never Never Land, Austin.
One Step: Muckin' about the Garden, Lacombe.
Regimental March: Prince Albert, God Save the King.

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HUMAN ADVERSITIES

Of the adversities that befall mankind, attributable in a more superstitious age to Divine displeasure, storm and flood, fire, famine, and pestilence take a prominent place of some of these manifestations of a power beyond our control, the infant year 1930 has already given us more than enough. Twice already storms of great violence have raged over a wide area of the globe, and the British people lament among other losses the sinking of a naval tug and the loss of 23 lives. Floods have caused anxiety over a wide field.

The Paisley disaster was marked by many big and destructive fires, which, from their promiscuous distribution and cause, have little in common with the other elemental outbursts except that they are disasters to be bemoaned.

We are disposed in these scientific times to probe into the mystery of human experience. Few people now believe that misfortune by the elements is a sign of Divine wrath, but nature is so complex and inscrutable in some aspects that we are prone to wonder whether a wave of misfortunes may not have its origin in some condition as yet beyond our comprehension.

Big Fires

The big fire at Leith Dock, involving the destruction of the older of the grain elevators with its store of 70,000 quarters of grain, foreshadows a period of great constructive activity there if the port is to maintain its importance.

For some time past the Commissioners have been considering schemes of extension and reconstruction, and the needs of Leith were among the more important brought by the representatives of the Chambers of Shipping, Industry, and Commerce before the Ministry of Transport. Additional congestion in the vicinity of the remaining grain elevator is inevitable. The damage, estimated at \$350,000 of which \$200,000 represents the structure itself, is the most serious loss by fire in the Edinburgh area.

Probably the fire which comes nearest to it in magnitude was that of 1824, by which the greater part of the south side of High Street, from Parliament House to the Tron Church, was gutted. Tron Church itself suffering severely. It is recorded that that fire was checked with the utmost difficulty. When we know what great advances have since then been made in fire-fighting appliances one can only contemplate with awe what the Leith Dock fire might have developed into had the Brigade of 1824 been confronted by it.

Kirkcaldy Couple's Romance

The circumstances of a Kirkcaldy romance which was frustrated when the contracting couple were within sight of the famous Gretna Green smithy were recently revealed. The couple—a girl of 16 and a youth of 22—set out from Kirkcaldy for Gretna Green to get married. The father's suspicions were aroused and he had two young men sent in pursuit on bicycles. These two managed to intercept the pair at Gretna, and successfully stopped any attempt to carry the marriage out.

The girl in an account of the adventure said: "We travelled by train to Edinburgh, and then took the bus to Peebles. The remainder of the journey we made on foot, hawking various goods by the way. We got to Gretna, and when the two cyclists appeared I decided to return home. I made the journey on the back of one of the bicycles to Peebles, and from there to Edinburgh, where the bicycles were disposed of to raise funds to bring us home to Kirkcaldy."

Housing Standards

The weighty volume on "The Housing of the Working Classes in

Scotland," compiled by Major C. W. Clark, B.Sc., C.E., and just published, places Scotland in a very unfavourable light as compared with England. Whereas in England there are 100 rooms for every 91 persons, the same number of rooms in Scotland house an average of 142 persons. In Glasgow, the average is as high as 180 persons, in Edinburgh it is 120.

The chief defect lies not in a shortage of houses, though this is pronounced in some places, but in the large proportion of unsuitable and inadequate houses, which seem to have a special attraction for large families. It may be seriously questioned whether the ordinary worker in Scotland desires as much accommodation as the corresponding worker in England aspires to.

In Edinburgh, for instance, Major Clark states that to get rid of overcrowding and give one room for every two persons it is necessary to get rid of or convert 3,100 houses of one-room and 24,000 houses of two-rooms into houses of greater accommodation, and to build houses of the larger type at the rate of 900 per annum for the next twenty years. It is useless, however, to build houses that are not popular. Everyone in Edinburgh knows that the smaller the house is the keener is the demand.

Queen of Hawaii

Another potentate, Liliuokalani, the Queen of Hawaii, was a prolific song-writer, and in 1897 published a song and chorus in honour of the Queen's Jubilee, a copy of which, together with a letter, she sent to Queen Victoria. Among other interesting manuscripts is a music book used by Queen Victoria when she was a girl. It consists of 53 pieces for piano solo and songs; amongst the former are a good many waltzes, some by Strauss; the songs are drawn from Herold, Bilse, and others, and Weber and Rossini are both represented. Henry VIII, generally thought to be the most accomplished of royal composers, is represented in the manuscripts by a three-part motet; and among other interesting things in the library are the first printed works of John Sebastian Bach, and a set of six sonatas written by Mozart in 1765 and dedicated to Queen Charlotte.

Attack on Viceroy

The news of the attack on the Viceroy has created a profound impression in London, where, the fact that it was timed to approximate with Lord Irwin's conference with the Nationalists, is regarded as significant. Sympathisers with India express the opinion that the outrage and similar acts of lawlessness will do much to strengthen the hands of those who are carrying on a campaign against Dominion status. Nothing less than a full statement from the leaders disavowing themselves with it, will remove the harmful effects.

The Viceroy's determination to carry on with the conference, notwithstanding his narrow escape, is regarded as further proof of the firmness of his desire to bring about a rapprochement and a better atmosphere at the forthcoming discussions. One well-known Conservative M.P. stated that the outrage was one of the biggest and most eloquent arguments against granting an amnesty to political prisoners.

Alien Seamen

Approximately fifty per cent. of the alien seamen shipped from Welsh ports since January 1, 1929, were coloured men, largely aliens and 53 per cent. of the alien men in the north-east coasting trade now are Arabs. These allegations formed the subject of a grievance voiced by the deputation of the National Union of Seamen to the Board of Trade and Home Office officials on the ground that British seamen were displaced and much unemployment among them existed. The deputation also urged that coloured men formed undesirable colonies in certain seaports and were a growing social menace. Government officials promised closely to investigate the charges.

THINGS CANADIAN

Some Interesting Information

The announcement of \$32,548,800 in construction contracts awarded in Canada in December brings the grand total for 1929 to much the highest in Canadian history. The figures compiled by MacLean Building Reports, Ltd., gave the total for 11 months as \$544,103,000. With the addition of December awards, \$576,651,800 worth of construction was contracted for during 1929, a total which compares with \$472,032,600 in 1928 and \$418,951,000 in 1927. The increase of over \$100,000,000 in 1929 represents an advance of 22 per cent. over the previous year.

The December awards represented a seasonal decrease of 28.2 per cent. from those reported for November but in the more significant comparison with December, a year ago, there was an increase of 72.1 per cent.

Engineering contracts, assisted by some very large undertakings, assumed great relative proportions in 1929 as compared with other years and in December such awards amounted to \$16,104,200 or 46.4 per cent. of all construction. Business buildings accounted for 34 per cent. or \$11,055,990; construction of residences and apartments 14.9 per cent. or \$4,839,700—and new factories, \$1,549,000 or 4.7 per cent.

The total of work in the engineering classification included in the 1929 contracts totalled \$194,620,000, the addition in the latter months of the year of the Beauharnois canal and power development work on the St. Lawrence being responsible for raising this classification to the premier position over business buildings which ranked a close second with contracts valued at \$190,161,700. Contracts for residential buildings totalled \$128,901,300 and new factories and additions, \$62,968,800.

The distribution of the contracts geographically shows the province of Ontario with a total of \$216,773,100 worth of construction work awarded in 1929. Quebec in second place had \$187,771,600; the Prairie Provinces, \$101,500,400; British Columbia, \$51,428,400; and the Maritime Provinces, \$20,178,300.

The volume of construction awarded in the mid-winter season together with other works of magnitude carrying on in 1930 ensures an active year ahead. Among the more important contracts shown in the awards for December were: Beauharnois canal and power development (portion) \$10,000,000; Toronto, store, \$3,000,000; Lois River hydro-electric development in British Columbia (1st unit) \$2,000,000; Vancouver, bank and office buildings, \$1,500,000; Calgary, Post Office, \$1,297,000; Toronto, addition to hotel, \$1,000,000.

and that coloured men formed undesirable colonies in certain seaports and were a growing social menace. Government officials promised closely to investigate the charges.

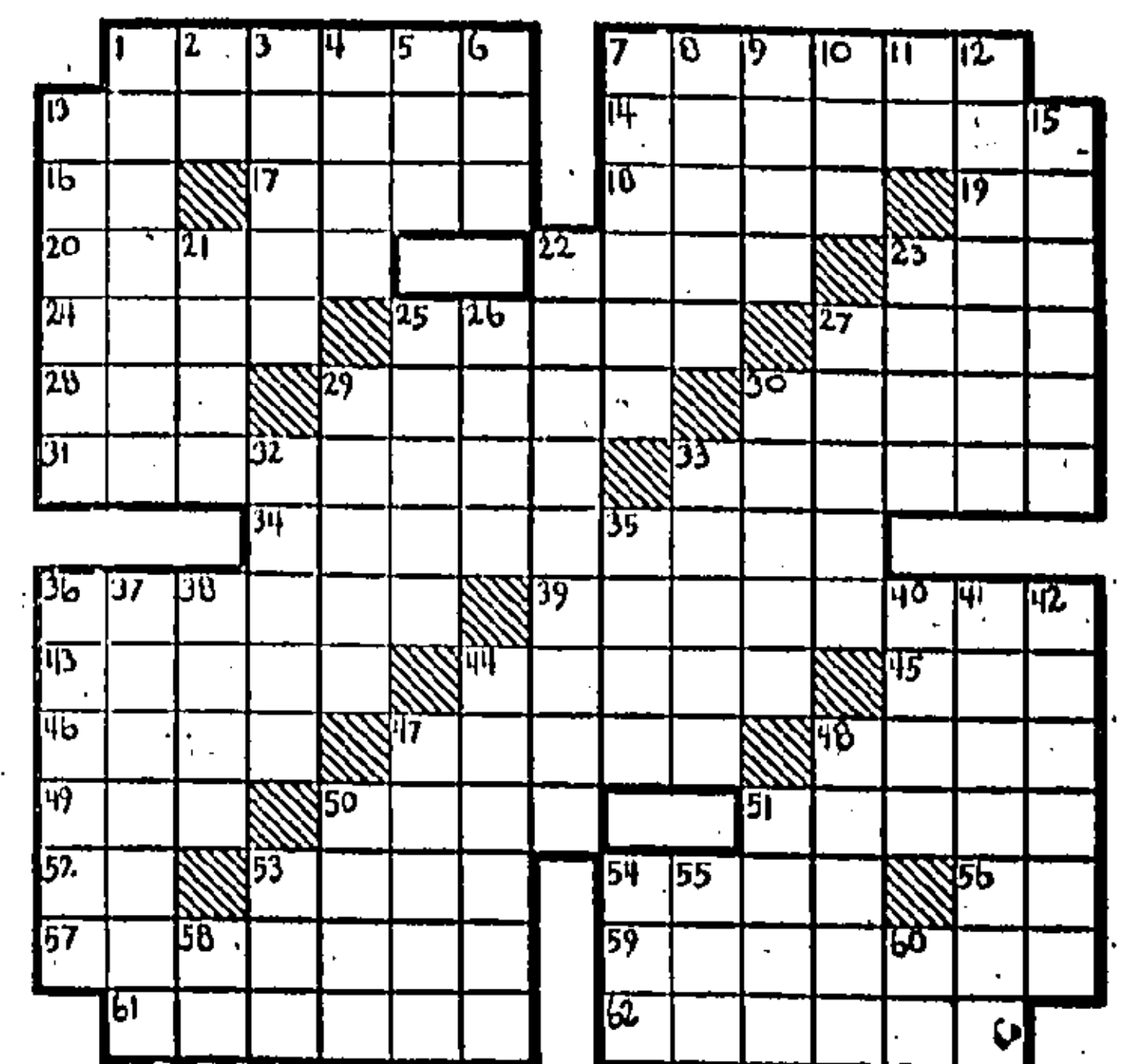
Bishop Barnes's Authority

A remarkable climax to the four years' feud between the modernist Bishop of Birmingham, Dr. Barnes and the Anglo-Catholic clergy of his diocese was reached by the trustees, among whom is Bishop Truro of one of the "Rebel" Churches of the diocese, instructing their solicitors to issue a writ against him because Bishop Barnes refuses to institute a clergyman they had nominated because the latter declines to make a declaration promising to frame services, etc., strictly on the Prayer Book.

The threatened action is to compel Bishop Barnes to induct him. The Bishop says that he will not enter a defence in the legal proceedings, believing that the issue is a moral and intellectual one and not legal, nor will he obey a court order if one is issued.

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, place, and altho.)



- | | | |
|---|--|------------------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Artificial divisions among Hindus | 49-Terminus | 13-Local massacre (Rus.) |
| 7-Makes reparations | 50-Rouse to action | 16-Edged weapon (pl.) |
| 13-Postal fee | 51-Newspapers collectively | 21-Mental image |
| 14-Small shellfish (pl.) | 52-Eastern State (abbr.) | 22-Wipe out |
| 15-Otherwise | 53-Heart | 23-Sheltered inlet |
| 17-Incite | 54-One of the Great Lakes | 25-Take away |
| 18-Former allowance for waste | 55-Topographical engraver (abbr.) | 26-Abound |
| 19-Each (abbr.) | 56-Topographical engraver (abbr.) | 27-Founder of third French dynasty |
| 20-Grasp | 57-Pertaining to nebulae | 28-More certain |
| 22-Greek god of love | 58-Ten-year periods | 30-Wanders |
| 23-Conveyance | 59-Revolve | 32-Velocity |
| 24-Practiced horseman-ship | 60-Clambered up | 33-Nettle rash |
| 25-Dry talk | | 35-Sound |
| 27-Coal residue after expulsion of gas | VERTICAL | 36-Behind a ship |
| 28-Poem | 1-Disintegrate | 37-More rocky |
| 29-Take by theft | 2-For instance | 38-Conduct |
| 30-One who rages | 3-Compass for wounds | 40-Eagle |
| 31-Took dimensions | 4-Sailors | 41-Perched |
| 33-Those who anticipate with confidence | 5-Incite | 42-Facilities |
| 34-Original | 6-Authority of the Pope | 43-Sundry |
| 35-Slumbering | 7-Pertaining to the stars | 46-Virtuous |
| 39-Those who desire earnestly | 8-Hurl | 46-Pertaining to an open eye |
| 43-Guide | 9-Native minerals | 50-Burrowing rodent |
| 45-Species of deer | 10-Egg of a louse | 51-Style of type |
| 46-Kineman of the frog | 11-A letter | 53-Young fox |
| 47-Minute insect (pl.) | 12-Chief officer of House of Representatives | 54-Heads of newspapers (abbr.) |
| 48-Straightway | | 55-Prefix. About |
| | | 60-Prefix. From |

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March 10th & 11th

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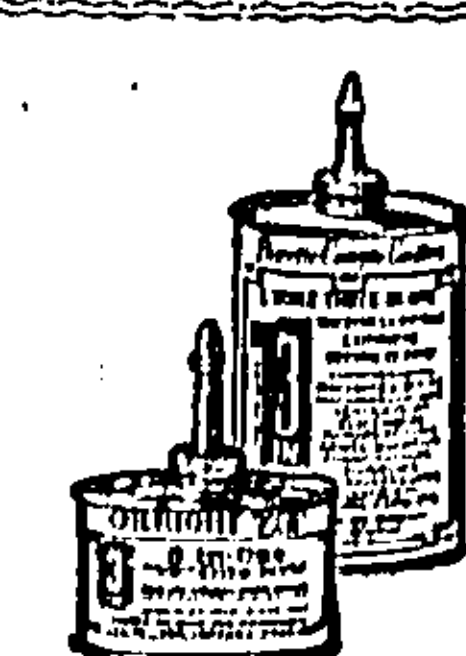
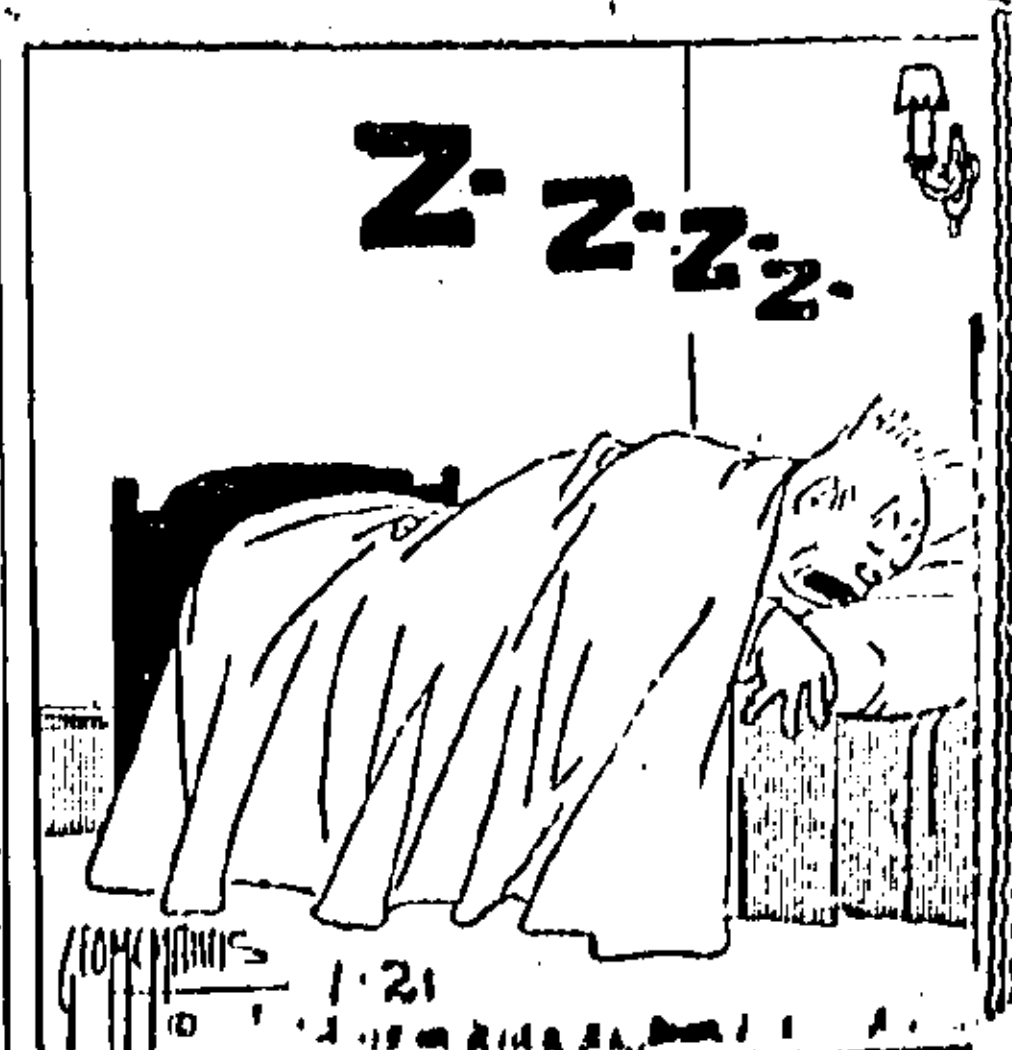
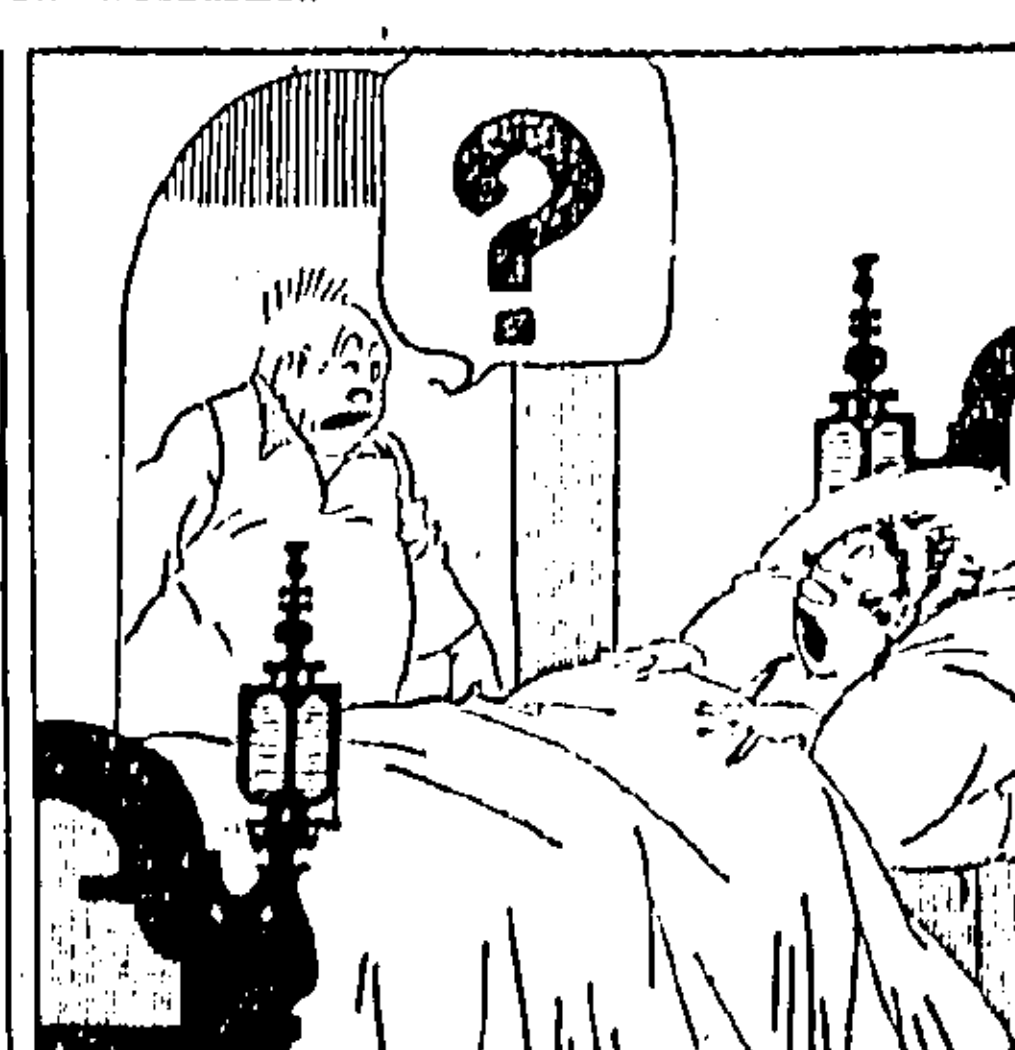
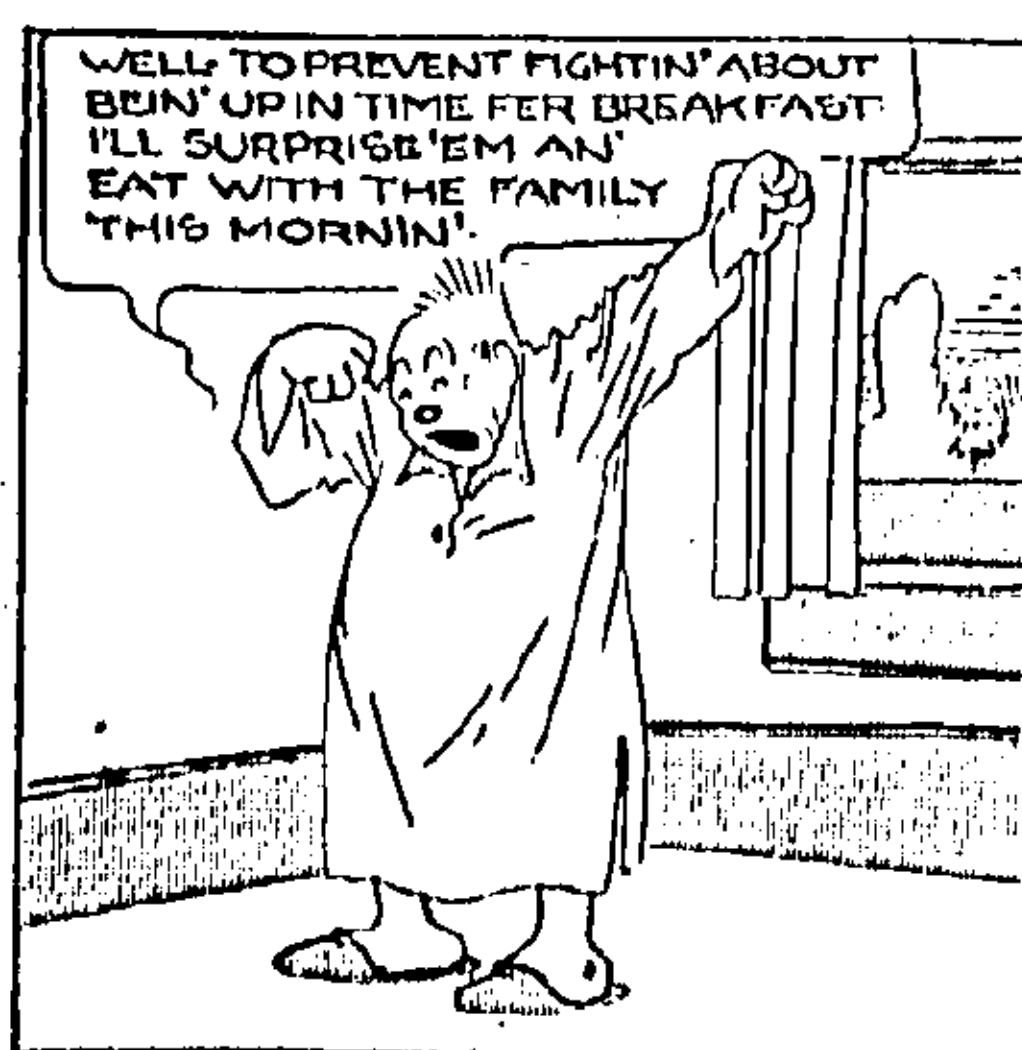
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MOTORISTS—THIS IS YOUR PAGE



A sweeping statement, an all-embracing generality, is either wholly right or at least partly wrong. Always view it with suspicion, whether it is our own or the other fellow's.

We never use one unless we can prove it wholly right beyond all doubt.

The NEW MOBILOIL is, regardless of initial cost, the most efficient and economical motorcar engine lubricating oil yet produced—a sweeping statement we can prove wholly right beyond all doubt.

HOW?

A trial of the particular grade recommended for your car is all that is necessary—but first remove the old oil while the engine is hot.

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NEW DESIGN

The Latest Erskine Six Increased Power

A new Erskine Six of completely new design and of greatly increased power is announced by The Studebaker. Pierce-Arrow Export Corporation. The new car is known as the Dynamic New Erskine "because of its dynamic appearance, power and performance, symbolising the forceful trend in present day living." According to Studebaker, the new Erskine has more power per pound of weight than any other car of its price. The new Erskine engine is of Studebaker design and manufacture. The Dynamic New Erskine is offered in seven body types. All reflect the general characteristics of the Studebaker Dictator introduced mid-year of 1929, and are marked by smart new colours authoritative of the latest vogue.

Bodies Roomy

Mounted on a wheelbase of 114 inches, the new bodies are exceptionally roomy and are finished inside and out with a fine regard to detail. Extremely low and graceful lines have been achieved through the adoption of double drop frame construction, which also tends to give the cars an even lower centre of gravity for increased safety and roadability. Clear vision bodies of welded steel over a selected hardwood foundation are of Studebaker's own design and manufacture.

The complete model range includes a 6-passenger 4-door regal sedan with wire wheels, 6-passenger sedan with wood wheels, 5-passenger club sedan, 5-passenger regal landau, 2-passenger business coupe, 4-passenger coupe with dickey seat, and a 5-passenger tourer. Save for the business coupe and tourer which are finished in leather upholstery is in cloth. Extra wheels in front mudguard well and a folding luggage grid are standard equipment on the regal sedan and landau. These deluxe models have six wire wheels with extra large chrome plated hub caps.

Distinctive Treatment

Sweeping body lines are emphasised by the skillful use of triangular belt mouldings—a new and distinctive treatment of design originated by Studebaker artists—and by gracefully curved wind-screen pillars topped by a smart polo cap visor. Wide crown mudguards hang low over the wheels. Flanking chrome plated head lamps, and a deep, narrow radiator. Headlamps, of the Tilt Ray type for added convenience and safety, are controlled by switch on the steering wheel. All exterior bright work parts are finished in tarish-proof chromium.

Every detail of interior finish reflects the fine car quality made possible by Studebaker's huge manufacturing facilities.

Seats are wide, deeply padded over coil springs, and scientifically shaped to provide utmost riding comfort. Comfortable arm rests flank rear seats of sedans, club sedan and landau. Ample leg room in rear seats is provided. Silken shades at back and rear quarter windows, as well as dome lamp, heavy tonneau carpet and polished robe and foot rails are provided in the sedans. British type storm curtains on the tourer may be left in upright position with hood lowered thus serving as a wind break. A curtain compartment is located directly back of the rear seat back in the tourer.

Front seat steering column are adjustable to the driver's convenience and foot pedals are fitted with heavy rubber pads. Steering wheel is of the Husted steel-cored safety type with comfortable thin grip. Windcreens are full ventilating and are adjustable over a range of 9 inches. Additional ventilation is provided by a cowl ventilator on all models. The windscreen wiper is automatic with concealed mechanism.

The Fittings

Fittings include rear vision mirror; electric locks to ignition—operated by the same key operating doors in closed models. Tyro lock on regal models and rear deck lock on coupes—rear traffic signal lamp combining stop and tail lamp in one compact unit; commodious cowl pockets protected by quick-snap flaps; and the usual instruments including 80-m.p.h.-hour speedometer, hydronatic petrol gauge, oil pressure gauge, ammeter and engine thermometer, grouped under glass and indirectly illuminated.

The new Erskines are notable for their brilliant performance, fine roadability and thrifty operating cost. Tests at Studebaker's Pro-

ving Ground and on the highways have shown the new car to be a worthy product of the engineering skill which developed such outstanding champions as the great Studebaker President, The Commander and The Dictator.

The new Erskine's power plant is of Studebaker design and manufacture throughout. It is a six cylinder L-head type motor, cast en bloc, with fully machined dome shaped combustion chambers, developing 70 brake horsepower at 3,200 r.p.m. Engine head is removable. Bore and stroke are 3 1/4 by 4 1/2 inches, with a piston displacement of 205 cubic inches. H.A.C. rating is 25.4 horsepower.

Pistons are cast iron with three compression rings above the piston pin and one oil control ring. Connecting rods are 10 1/4 inches long, dropped forged from selected steel. Shimless bearings are babbitted direct to steel. Both pistons and connecting rods are matched in sets for perfect balance.

Motor Smoothness

Heavy drop-forged counter-weighted crankshaft is supported in four main bearings, and statically and dynamically balanced. Crankshaft is drilled for passage of oil to bearings. The front end is fitted with a Lanchester vibration damper which, with the rigid crankshaft design and perfect balance of reciprocal parts, produces exceptional motor smoothness through the entire speed range. The engine is also mounted on rubber which provides a cushion to minimize the transfer of vibration from motor to body and frame.

Camshaft, mounted in four large steel-backed, babbitted-lined bearings, is driven by adjustable silent chain drive. Valves, chrome nickel steel for intake and silchrome steel for exhaust, are operated by mushroom type pushrods and cooled by ample water passage.

One of the outstanding improvements on the Dynamic New Erskine is the new Burgess acoustic silencer which absorbs sound waves without offering any obstacle to passage of exhaust gases. Back pressure on engine is thereby eliminated with no horsepower lost as with the conventional silencer.

Lubrication is by full pressure feed to main, connecting rod and camshaft bearings from gear type pump with screen filter. All points in the motor are lubricated simultaneously. As in other Studebaker engines oil need only be changed at 2,500-mile intervals after 1,000 miles of operation. Oil is kept clean and efficient by an oil filter and pump ventilating system.

No Overchoking

Schebler single tube 1 1/2 inch carburettor is equipped with the same spring loaded semi-automatic type of choke developed on other cars of the Studebaker line.

It eliminates overchoking in cold weather operation. Manifold heating is controlled for seasonal variation in temperature.

Delco-Remy ignition system is used. Distributor is mounted on the right side of the motor and driven by an auxiliary shaft. Distributor head and spark plug wires are waterproofed with rubber caps. Current is supplied by a generator and 90 ampere hour Willard battery. Starter is the Delco-Remy type with Bendix drive. Pull button to start engine is located on fascia.

A fuel pump supplies petrol to carburettor through filter from 11 imperial gallon tank in rear.



Dr. J. C. W. Frazer, professor of chemistry at the John Hopkins University, who claims the discovery of a process to eliminate the deadly carbon monoxide gas from the exhaust of automobiles. Carbon monoxide gas is produced by incomplete combustion, and Dr. Frazer's discovery is a chemical catalyst, by which the monoxide is changed to carbon dioxide, a harmless gas. Several severe tests have proven the efficacy of his discovery, Dr. Frazer declares.

Hydrostatic fuel gauge is mounted on the fascia. Cooling system has centrifugal water pump mounted on right side of cylinder block and driven by an auxiliary shaft. The tubular radiator is cooled by a four blade fan mounted on an adjustable bracket.

Thermostatic control unit in cylinder head retards water flow until motor has reached warm operating temperature. Capacity 2-3/5 Imperial gallons. Pump keeps water in constant motion circulating 31 Imperial gallons per minute at 40 miles per hour.

Ample Factor of Safety

The improved single plate dry disc clutch is equipped with torsional damper which suppresses vibration and aids in smooth clutch engagement. Gearbox, in the same unit with clutch and motor, has three forward speeds and one reverse. It is designed with an ample factor of safety and is quiet,

durable and easy to operate. Main shaft is mounted on ball bearings. Counter shaft gears are forged integrally. Shafts and gears are special alloy steel.

Rear axle is semi-floating with Chrome Molybdenum steel shafts and spiral bevel gear final drive. Timken roller bearings are used at 6 points. Minimum road clearance is 8 1/2 inches. Housing is made from one piece of seamless steel tubing, exceptionally rigid to ensure quietness. Hotchkiss drive is used with balanced tubular propeller shaft.

Front and rear springs are semi-elliptic and are equipped with self adjusting spring shackles. Front springs are 36 inches long and 1 1/2 inches wide; rear springs, 54 inches long and 1 1/2 inches wide. Spring action is controlled by Loveloy hydraulic shock absorbers, front and rear.

Easy brake action, providing double the margin of safety required by standard codes, has been obtained with mechanical four wheel brakes of internal expanding type. Cable control eliminates rattling of rod with mechanical four wheel brakes of internal expanding type. Cable control eliminates rattling of rods. Brake drums are 12 inches in diameter, 1 1/2 inches wide. Total surface of brake drums is 223 square inches.

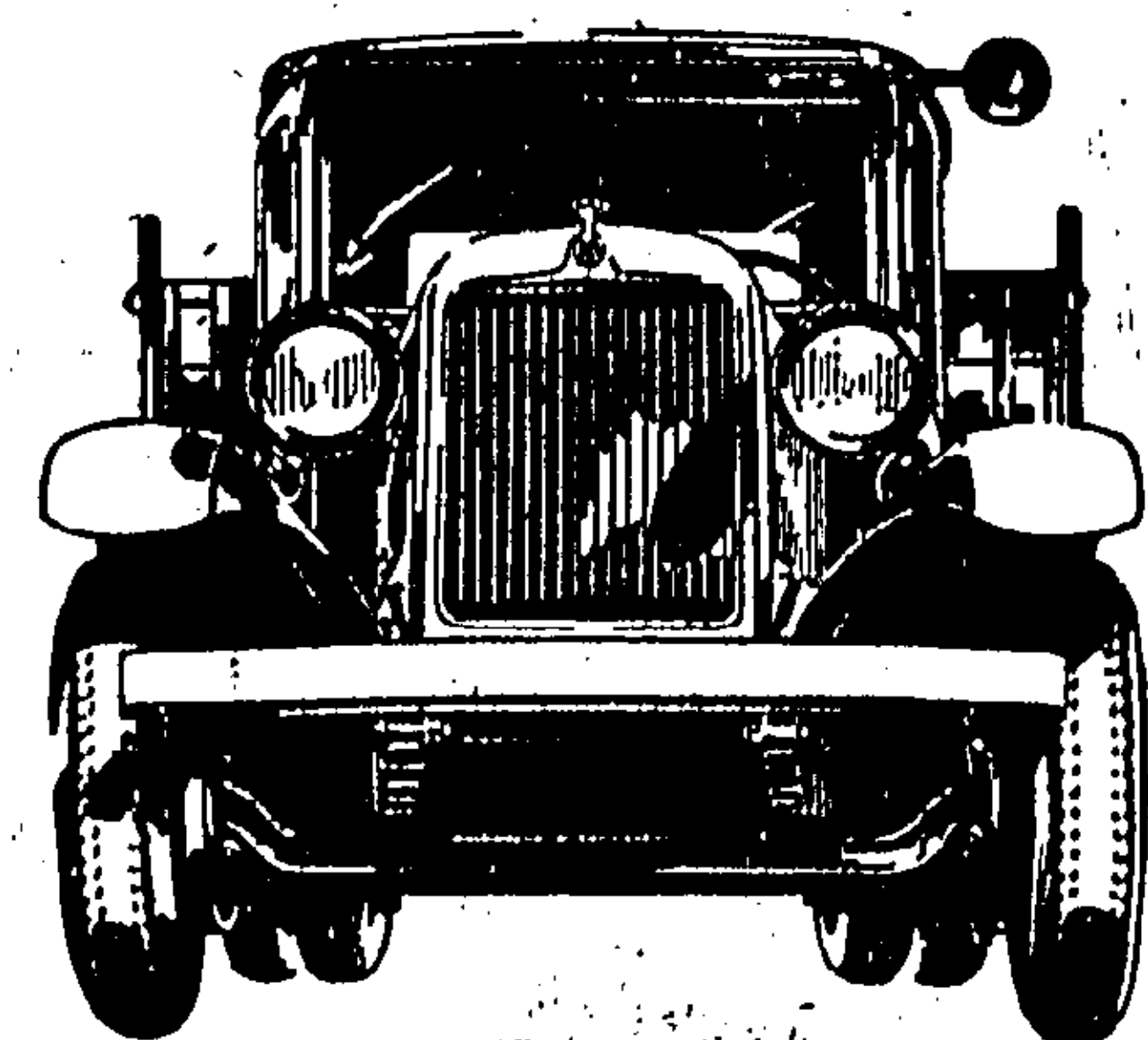
Steering is by Ross cam and lever gear, with 18 to 1 ratio. Timken roller bearings in king pins add to ease of steering.

Frame is of double drop design of heavy channel section pressed steel. Side members are 5 1/2 inches deep, with flanges 2 inches wide. Four point motor suspension and strongly braced cross members give exceptional rigidity. Mountings for bumpers are incorporated in frame design. Timken roller bearings are used at all vital points in the chassis.

Wheels are fitted with 5.25 x 19 inches balloon tyres with an actual outside diameter of 30 1/2 inches. Ten spoke heavy artillery wood wheels are standard on all models except closed Regal models and Landau, which are equipped with six wire wheels. Wire wheels are available on other models at extra cost.

LOST OIL

One of the things that motorists addicted to giving their cars good care cannot understand is the indifference of certain car owners to those blotches of oil that are found on the garage floors when the car is backed out. Oil thus lost means the time has come to do some tightening of crank-case bolts, or to replace a gasket.



PROFITABLY YOURS

Dependable, powerful, speedy, long-lived, good-looking and miser-like in their cost-saving ability—are Dodge Trucks. More successful, more efficient, more profit-certain—are the business men who own them.

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CHEAP OIL

Diesel Engine Runs Auto
792 Miles for \$2.90

Plans for a six-cylinder automobile burning cheap oil have been revealed by C. L. Cummins, Columbus, Ind., following a 792-mile trip in a Diesel powered car at a fuel cost of about \$2.90 Mex.

The engine will be constructed for use in the Indianapolis Memorial-day race for a demonstration of the reliability and economy of oil burning cars.

"We do not expect to win the race," Cummins said, "but by carrying a fuel supply that will last for the entire grind we hope to eliminate pit stops and to maintain a speed of 80 to 85 miles an hour."

Decision to build the engine came after the successful trip from Indianapolis to the national automobile show at New York, a trip viewed by the inventor as "a laboratory experiment to see if the

ROAD COSTS

The Taxpayer's Burdens
at Home

One of the more important questions in connection with road traffic, which will have ultimately to be faced, is the manner in which road costs are to be distributed amongst the community. At the present time, a half to two-thirds of the cost of the roads falls on local rates, and the remainder on the Road Fund. The latter was created by the Roads Act of 1920, for making contributions to the maintenance and improvement of roads, the necessary money being derived from the taxation of mechanically-propelled vehicles. The principle that traffic utilising roads should contribute to their upkeep is unexceptionable, but as applied in Britain, it involves a rate of taxation much higher than that existing in the majority of others. It is, however, unsound to argue, as is frequently done by certain motoring organisations, that the system involves an undue burden on one section of the community only, as the public ultimately pay through the higher freight and passenger rates imposed by the owner of the vehicle to cover the cost of taxation.

The case of the private motorist appears to be an exception, but if his

SKILL IN DRIVING

Using Engine Power as a
Brake

POINTS THAT PUZZLE

Years ago there was much discussion as to whether it was harmful to the engine to use its compression as a brake; and side issues of the discussion dealt with the advantage, or otherwise, of switching off the ignition in order to take full advantage of the braking power, and of using the actual brakes and the engine simultaneously.

There is no need for discussion nowadays, for every motorist knows that by merely lifting his foot from the accelerator, a certain amount of braking power immediately operates, and the policy of leaving the clutch alone except when it is desired to stop or to change gear has been so drummed into successive generations of novices that one seldom hears the question asked, as it used to be in the old days: "Should I take the clutch out when I put the brake on?"

Slowing Down

There are, however, one or two points in connection with engine braking that are not thoroughly understood. The most important is that while the degree of braking power naturally varies with different engines, according to their size, their relation to the weight of the car, and the degree of compression possessed by them, a far more important divergence between different engines in this respect is caused by their rapidity, or otherwise, of deceleration.

This is a point which is not often considered; but just as some cars accelerate very much more quickly than others, so some tend to slow down to their set idling speed when the accelerator is released more rapidly than others. A little thought will show that the engine which is most responsive in both directions—in slowing down as well as speeding-up—should make gear changing easier, other things being equal, but it may not be so easy to see the relation between the behaviour of the engine and its braking power.

Free Wheel Fears

It is in traffic driving, or any emergency where quick stopping or slowing is necessary that the effect is most appreciated. The simplest way of putting it is to say that with two cars precisely alike in every other respect, the one whose engine tends to slow down the more rapidly will give its automatic braking action more quickly. The other gives the same amount of decelerative force—in the instance we are imagining—eventually, but not until the momentum of the moving parts has been exhausted, and by that time urgent need for braking power is past.

This is a point, by the way, that is worthy of consideration in connection with the free wheel. Many people are afraid of the latter device on account of the obvious fact that it deprives the driver of the use of the engine as a brake. But this, when one comes to think about it, matters only when there is a sudden emergency; and then, as I have tried to show, engine braking power may be so delayed as to be useless.

When descending strange and potentially dangerous hills, it is possible to lock the free wheel; then a low gear may be used and the full engine braking may be employed. So far as traffic driving is concerned, there is very little in it with the average car, and the tendency of the car to float along indefinitely in "free" is very quickly learnt and counteracted either by cutting out earlier on the throttle or by sympathetic checking with the brake.

Cars That Jump

In regard to the use of the engine, via one of the lower gears, as an extremely powerful brake on steep and dangerous hills, many beginners commit a serious fault and risk a really bad mechanical breakdown by getting into too low a gear. They find that the braking power gained thereby is so great that the car will not drop down the hill, so they take the clutch out to let the vehicle gather way.

On the instant, if the hill is really steep, the car jumps ahead and frightens the inexperienced driver, so that, to prevent the car from running away, he lets the clutch in hurriedly.

When you imagine that the engine is tickling at over a few hundred revs. a minute, whereas the car has increased to a road speed which, translated into terms of engine revs. on the low gear that is engaged, represents two thousand or more, it will be understood that a terrific strain is being imposed through the gears and transmission to the tyres, when the clutch is suddenly let in. Apart from this, if the hill is wet or of loose surface, there is an extreme probability that the back wheels will be caused to skid, and the car get out of control.



Elizabeth C. Hudson, former wife of Percy Hudson, millionaire broker and member of an old New York family, alleges that W. C. Durant, motor magnate, "secretly pocketed more than \$1,000,000 of the profits" of the Ungerleider Financial Corporation. It has been reported that she lost \$700,000 in her Ungerleider stock.

engine could stand a cross country trip."

Fuel Turned to Gas

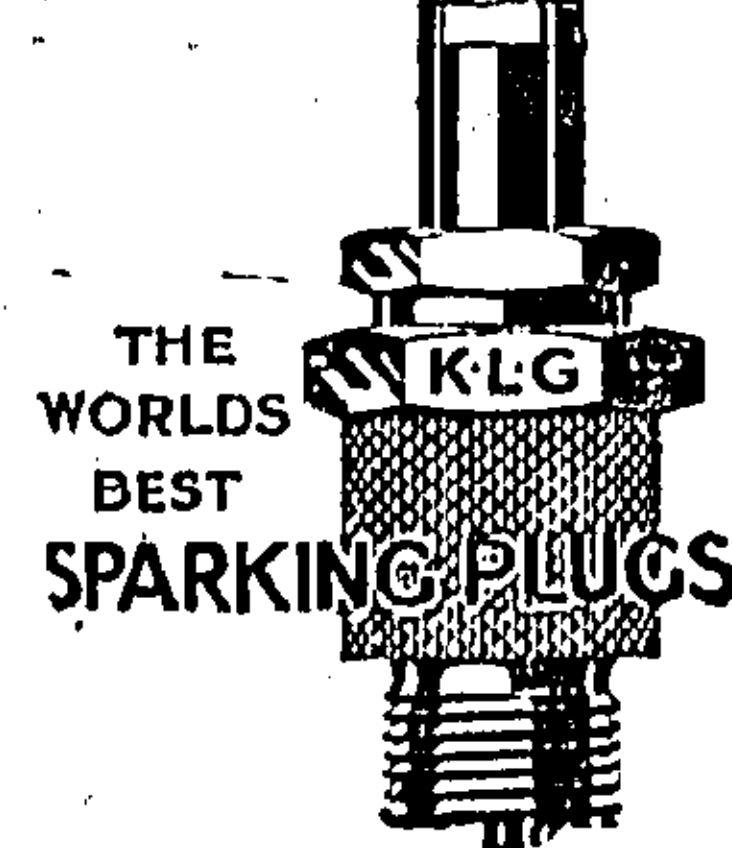
The engine mounted in the automobile is a standard marine type Diesel, a four-cylinder model. It has a throttling device, which allows the driver to control the engine like an ordinary gasoline motor.

Cummins' engine, the result of 12 years of work in the field, differs from the ordinary Diesel engine in that the fuel is gasified before being injected into the cylinders.

Oil, from which gasoline has been extracted by distillation, is used. The injector of the Cummins' is a

(Continued at foot of next column)

K.L.G.

FIT AND
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BEST
SPARKING PLUGS

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car is used for business, as in the case of the doctor or commercial traveller, he is again able to recoup himself at the expense of his patient or customer, and the only possible injustice lies with the motorist utilising his car purely for pleasure. The injustice in the case of the contribution to road costs from the ratepayer, however, may be very real, as he is frequently called upon to subscribe heavily for the maintenance of roads mainly utilised by through traffic, while local requirements would be adequately met by a much cheaper form of road construction. Fundamentally, the roads are as much a national necessity as the post or telephone services, and should therefore be paid for out of national rather than local taxation, but the time appears hardly ripe for such a drastic change in policy, and we fear that ratepayers must continue to bear the unjust incidence of their proportion of the charges with such fortitude as they are able to muster.—Engineering.

miniature still which "cracks" the oil under pressure and extracts what gasoline remains.

Each charge to the cylinders is one-third the size of a grain of rice. Injected into the cylinders, the gasoline is ignited and furnishes enough heat to burn up the remaining oil that does not "crack."

No Spark Plugs

There are no spark plugs in the motor. The ignition is taken care of by red hot air. The cylinders draw in pure air and subject it to 500 pounds pressure which creates a temperature of 1,000 degrees. The fuel is then injected.

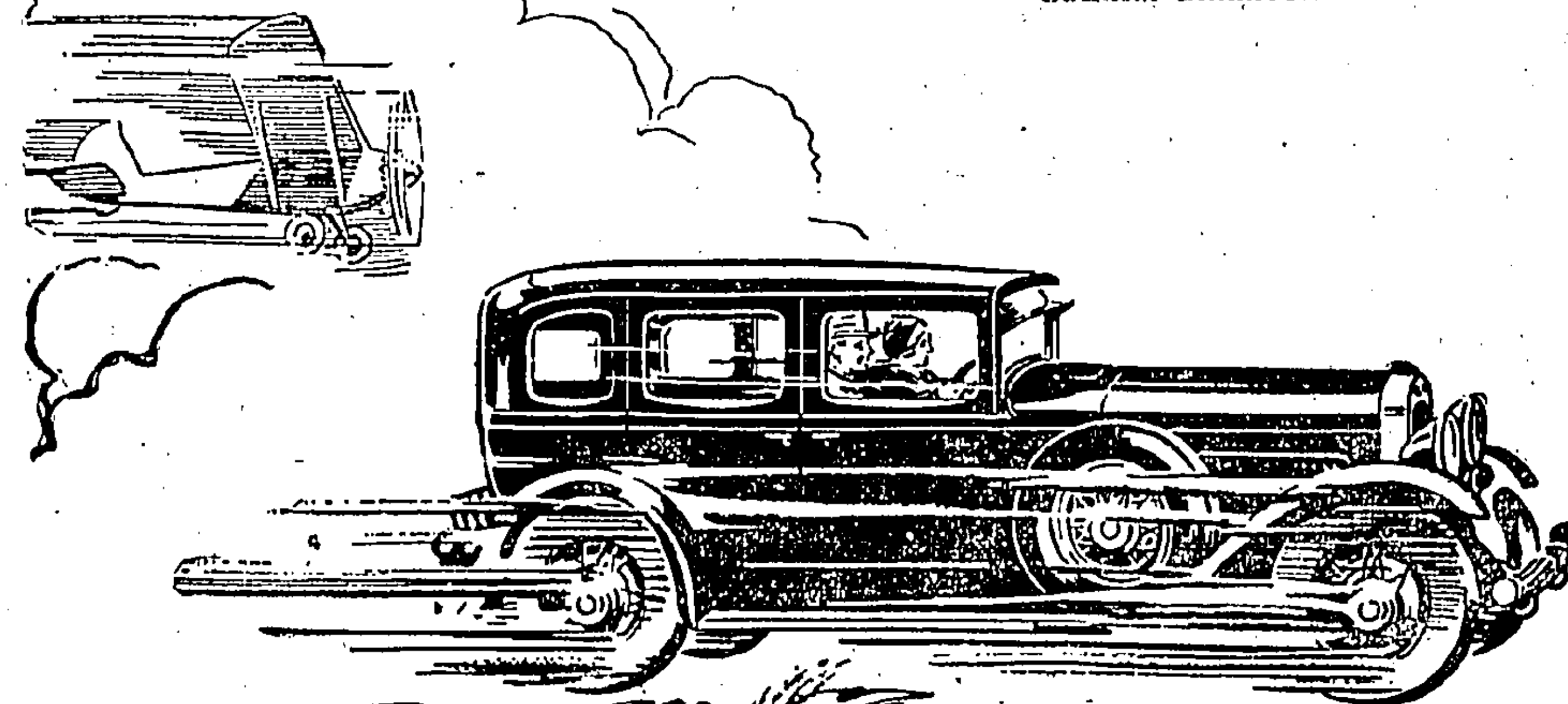
In one three-hundredths of a second the tiny bit of fuel is measured out, delivered to the "still" boiled, gasified and burned. The fuel costs as low as five cents a gallon.

"The trip laid the foundation," Cummins said, "for developments in any direction we desire. Engines may be built for trucks and tractors, passenger automobiles, or dirigibles. Automobile engines would meet any traffic conditions as well as being more economical."

"There is no warming up," as after the engine has made one turn the full load can be thrown upon it. The air for ignition becomes red hot under the pressure whether it is midsummer or 40 degrees below zero."

70 miles per hour

Counter-balanced Crankshaft



THIS new model with an assured top speed of over 70 miles has been evolved after years of 6-cylinder building experience.

The engine is the last word in all around efficiency and has remarkable economy at the modern cruising speeds of 35 to 45 miles per hour.

All models are well sprung, assuring comfort at all speeds. The new bodies have pleasing lines—artistically finished.

See your nearest Willys-Overland dealer who will be glad to show and demonstrate this new car.

SEDAN DE LUXE—
\$3,300.

SEDAN\$3,150
TOURER\$2,850

(All prices and specifications subject to change without notice).

The 1930 WILLYS SIX

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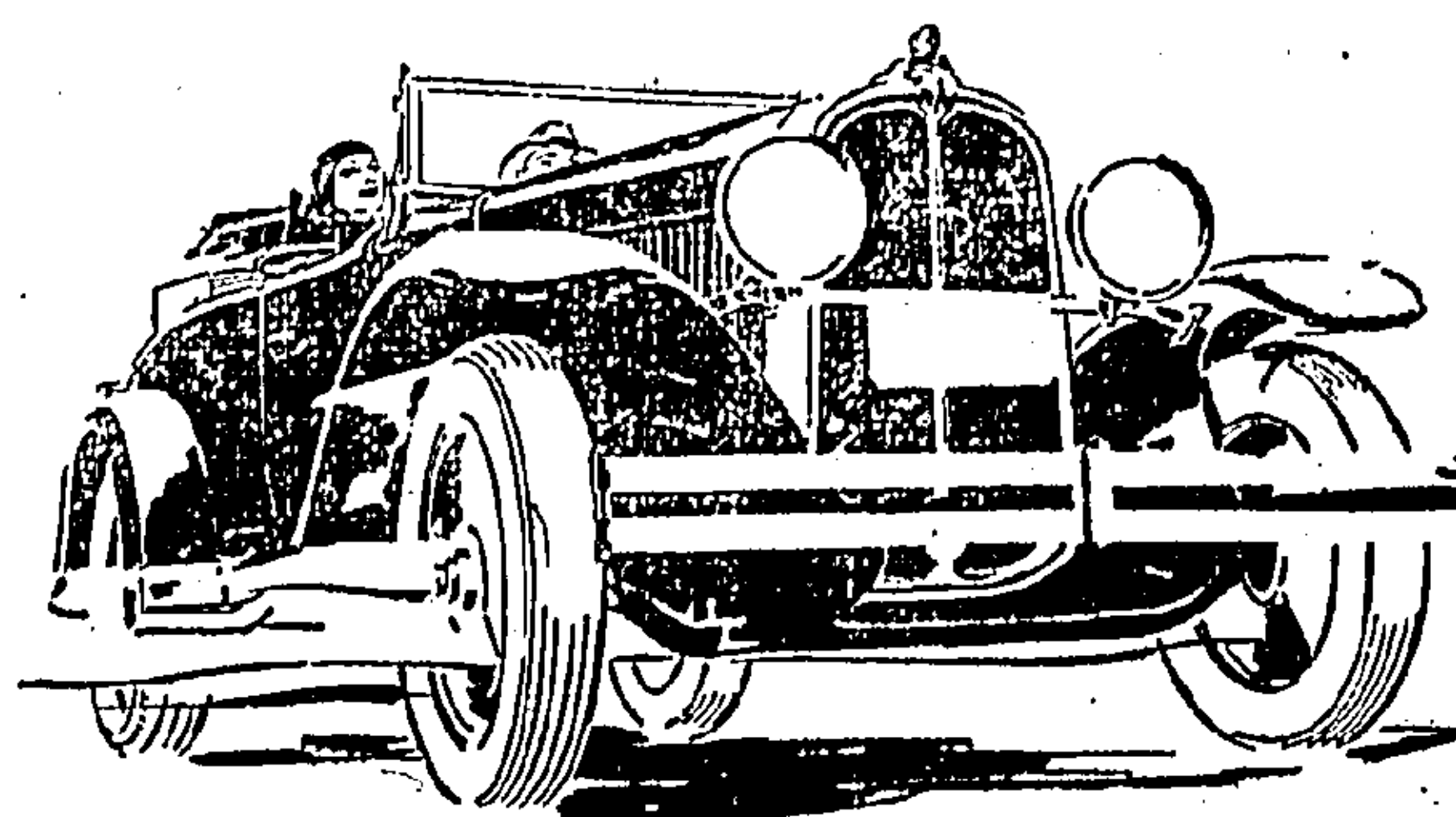
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OF THE
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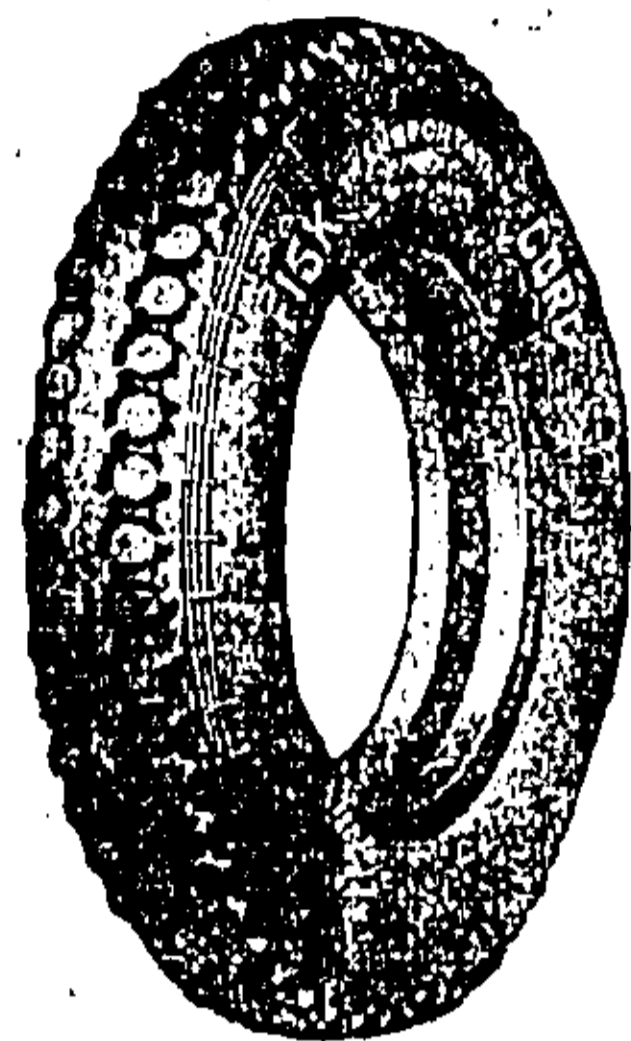
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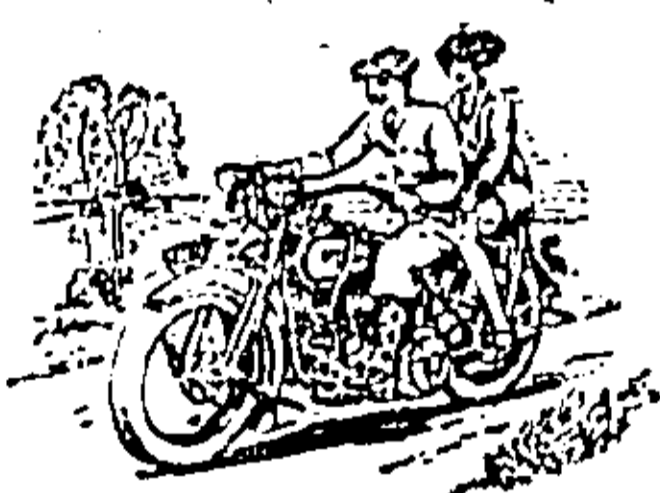
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(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK

AGE OF SPEED

Met by New Willys Six Car

This is an age of speed. To-day more than ever before time is at a premium. We see things done more quickly to-day than ever before. Buildings are thrown up almost overnight. Business is transacted rapidly. Every one has a great deal to do and not enough time in which to do it.

This widespread desire for speed is nowhere better reflected than in the manner in which automobile manufacturers have been forced to build speed and power into their products to meet a pressing demand from the public. Heretofore, speed was available in motor cars of high price. To-day every automobile, regardless of price, must be able to demonstrate speed and power if it is to satisfy the public.

The Willys-Overland Company has taken heed of this nationwide demand for speed. Our new Willys Six has had built into it an exceptional power plant. Its engine has been designed by engineers who were vitally impressed with the fact that their efforts must produce an automobile which would give high speeds at low operating costs.

Once it sufficed for a manufacturer of a car in the price range of the new Willys Six to build an automobile with a top speed of 55 miles an hour. The new Willys Six will do 72 miles per hour. In tests it has gone 100 miles after hour on all types of roads at 60 to 65 miles per hour. This is what aviation manufacturers term a cruising speed. It's a good term for the Willys Six, too. It cruises along at this fast pace without labouring, without noise, and with surprising ease and comfort.

Beauty of Line

Willys-Overland engineers in turning out the new Willys Six took into account the fact that the motor buying public wants beauty of line, smart finishings, adequate fittings and equipment with roomy interiors, but more than anything else, it wants a car with a power plant which will give it speed, real power, instantly available, and durability.

The automobile manufacturers are doing their part in supplying rapid transportation to the public. However, speedy cars will be useless if they are forced to travel great distances on badly congested highways with frequent intersections at which they must slow down or stop. The next step and the present greatest need, therefore, is the establishment of a comprehensive, nationwide system of adequate express highways.

These highways must have at least three lanes of traffic in each direction. They must be, in effect, super-highways. They must be more than a mere twenty or thirty or even fifty miles long. They must bridge states and span vast distances, if they are to be effective and meet modern demands. There is no reason why they cannot be built around large centres and big cities, rather than through them. It really behooves our citizens, our municipal, state and Federal officials and in-

BOY MOTOR CYCLISTS

Raising the Licensing Age to Sixteen

Lieut.-Col. Cecil Malone, M.P., writes to the London Daily Telegraph:

I sincerely hope that when the Road Traffic Bill is debated in the House of Commons the question whether the clause which provides for the raising from 14 to 16 of the minimum age at which a person may drive a motor-cycle will be seriously considered, as its advisability is open to grave doubts.

There is, so far as I am aware, no available evidence to support the contention that motor-cyclists of 16 or under are a danger to themselves or the community. There are ample grounds, indeed, for believing that some of the most skilful and careful drivers on the road to-day are to be found in the ranks of these young enthusiasts.

Accidents involving motor-cyclists between the ages of 14 and 16 are so rare as to be practically non-existent. If there is such a thing as a "dangerous age" among motor-cyclists, it is round about the middle twenties.

Obviously, then, no good purpose would be served by restricting the issue of motor-cycle driving licences to persons of 16 years and over. Motor-cycling is a healthy pastime. It helps a youth to develop a sense of a time when his mind is particularly receptive; it affords the finest foundation on which to build up a nation of safe and considerate road-users.

I hope, therefore, there will be more concentration on the speed hog, and less on the harmless young motor-cyclist, though the possibility of a restriction of the size of the motor-cycle which can be ridden by youths under 16 years of age might be considered.

DRIVER IN TROUBLE

Callous Ruse After Accident Alleged

A Chinese lorry driver who is alleged to have treated an injured man in a callous manner will be tried in the Singapore police courts shortly.

The accident, it is said in the Straits Times, occurred in Bukit Timah Road, when the lorry driven by the accused knocked down a Chinese who was walking along the road.

Telling the bystanders that he was taking the injured man to hospital, the driver is alleged to have lifted him into the lorry, and drove off.

Some time later the injured man was found lying on the side of the road about half a mile from the spot where he was knocked down.

The incidents were brought to the notice of the police and inquiries made by Inspector Song led to the driver's arrest. He has been charged and remanded.

Interested civic and trade bodies to get eagerly and actively behind a movement which will have as its primary aim the completion of such a network of super-highways.

NEW LANDS

Sequel to Motor Lorry, Trip

The development of a new granary of the world and a possible solution of the unemployment problem may be the ultimate results of an adventurous survey expedition composed of Rhodesian Government officials which has successfully crossed the little-known deserts of Bechuanaland by a British motor lorry.

For nearly 600 miles there were no opportunities to renew water supplies, and special tanks had to be fitted, both for engine cooling and for drinking water.

Engineers from the manufacturer were included in the expedition in order that they could ascertain exactly the requirements for long distance semi-desert transport.

Many possibilities for commercial development of this almost unknown part of the world were revealed during the course of an extremely hazardous journey.

An Empire Lost?

It has been estimated that every quarter loaf made in Great Britain contains over 66 per cent. of foreign wheat, yet in Africa there lies land that could be made capable of producing huge quantities of cereals. General Gordon once stated that the Sudan could by proper settlement be made sufficiently fertile to supply the whole of Europe with wheat, and the north coast of Africa; it has been said, is capable of supplying the whole of the Caucasian race.

But hitherto the main difficulty has been that of suitable irrigation. It is believed, however, that the tract of land traversed by the expedition could very easily be made into a fertile and productive district by utilising the river, Okavango.

River That Disappears

This remarkable river rises in the mountains of Central Africa and follows its course for a thousand miles, and after forming a huge delta in the desert simply disappears. It is the opinion of a small band of experts that beneath the desert, therefore, there is a practically unlimited supply of water which could be utilised for irrigation purposes.

If this proves to be the case there is no reason why a new agricultural community should not be started in the heart of this apparently arid stretch of land, which could be turned into a new Egypt of the south. Large numbers of settlers would have to be recruited from Britain, for there would be a tremendous amount of work involved.

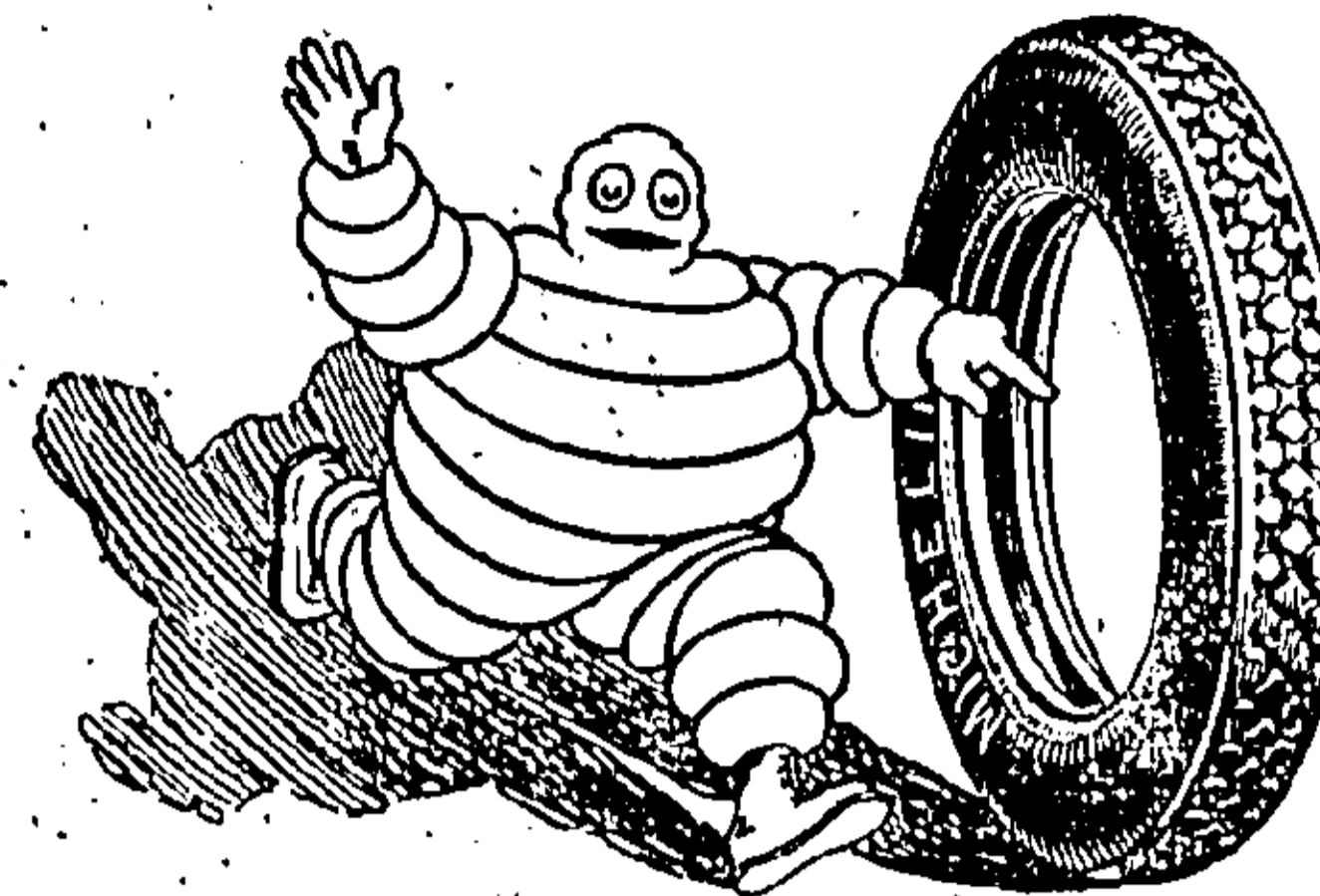
The wonderful performance of the motor lorry used for the expedition is an indication of how transport difficulties, hitherto considered to be insurmountable, may be overcome.

Preparing a Transport Service. Although the lorry carried an extra load of two tons there was not a single breakdown or involuntary stop, save for one puncture.

Motor transport will be essential if this new country is to be developed, and the experience gained by the engineers from the British firm of lorry makers will enable them to incorporate further improvements, so that a transport service designed for long distance work on difficult ground will be available.

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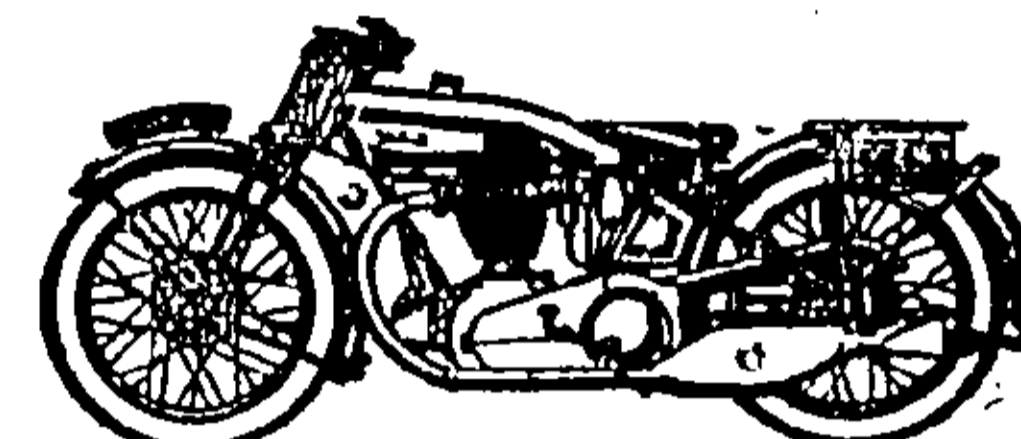
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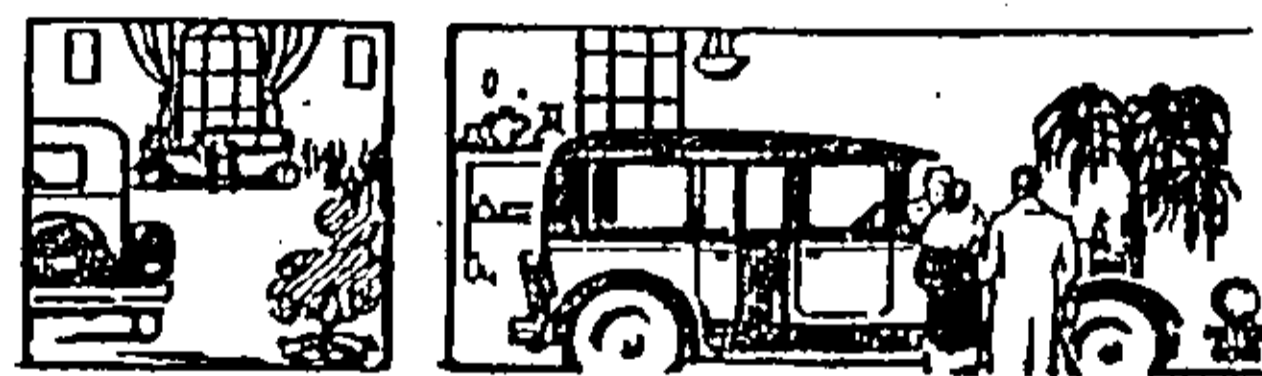
MODEL NO. 18 4.90 H.P.

"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON designs, including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

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MOTOR NEWS

from Road & Showroom



Free Motor-cars

In order to expedite highway construction in the wilds of Africa, British and Belgian engineers are presenting automobiles to native chiefs of the land. Each ruler, wishing to reign as a speed king, co-operates in the road-building programme.

New Car For King George

A six-wheeled automobile, with detachable rubber caterpillar treads, which can travel sixty miles an hour on the open road, has been built for King George. It is designed to travel over the roughest moors and broken ground and even over ploughed land.

Hit-and-Run Drivers

"Please arrest me" is, in effect, the message conveyed by a new German invention designed to aid the police in capturing "hit-and-run" automobile drivers. The moment a car hits a person or another vehicle, the device, located under the chassis, is said to raise a white plate with a winking red light above the license plate, and also automatically to disconnect and lock the speedometer, thus showing the rate of speed at which the car was travelling at the time of the accident. The invention, of course, is useless unless laws compelling its universal use are passed and unless the key is kept by the police to prevent unscrupulous motorists from tampering with the telltale mechanism.

Australian Coachwork

Following the rising of the Australian tariff on motor car bodies, two American manufacturers have laid plans to build bodies in Australia. The most recent involves the sum of \$1,010,750 to be spent during the next twelve months. The wages to be paid to Australian workmen during this contract are stated to total £260,000.

Inspects Model A Engine

After continuous driving over 26,000 miles, averaging 500 miles a week, E. W. Rasmus of Indianapolis drove into the garage of his Ford dealer. He asked that the head be taken off the engine to ascertain its condition. The inspection showed that no new rings were needed, the cylinder walls were as bright as mirrors and the valves were seating perfectly. This was the first time the head had been removed.

Warsaw Takes to Bus

Five years ago motor buses were a failure in Warsaw, Poland. During 1925 only 740,000 passengers were carried on all the lines which had gradually dwindled in number since their establishment in 1920. Warsaw's bus system now carries more passengers in one month than it did during all of 1925. Warsaw's bus equipment now has 40 modern vehicles while a ten year programme calls for gradual increase to 200.

Roads For Cars Only

The Netherlands Association for Fast Motor Roads is backing a scheme to build through roads devoted exclusively to auto traffic. The plan calls for the construction of one road from Amsterdam to Rotterdam and on the southern border leading into Belgium. Another speed road would be from The Hague through Utrecht to the eastern border leading into Germany.

Tyre Care

"The bending of the wall" might be the title of a play or a novel, but here it describes something that happens to tyres. Bending, or flexing, goes on all the time a pneumatic tyre is working. Take a piece of cardboard, a piece of steel, or a piece of wire; bend them slightly, and you will find that you can repeat the bending over and over again until the materials break. But if you bend them excessively, breaking occurs more quickly. Tyre walls will stand more bending than the cardboard, or the steel or the wire, but they will break unless they are supported by adequate air pressure. Air in a pneumatic tyre is a free insurance policy. It is a vital element, which alone makes possible the pneumatic principle. The air doses for the varying tyre sections are given in an interesting booklet entitled "Tyre Mileage—How to Avoid Waste," available at any of the Dunlop branches.

Touring Cars Popular

Strange as it may appear to the majority of motorists, a decided tendency is now apparent on the Continent in favour of the open touring car, according to a writer in The Motor. This is evidenced, he states, by the increasing number of beautiful and luxurious streamline bodies that have recently been seen at the fashionable Continental summer holiday resorts, principally at Deauville and Biarritz, and on the Riviera. It is said that this is not accounted for by the abnormally hot summer, which, nevertheless, should add to the popularity of this type of coach work—but from sheer practical experience. The seats are deep and comfortable, well upholstered in the best cloth material, while the doors are wide and high. The rear seats are provided with a safety-glass wind shield of the folding type with plated fittings, thus making the open car ideal for the rear passengers. The hood and all the movable parts of these luxurious open cars, so lately conspicuous, have been considerably modified, or down as required on the system now used in closed cars of the most up-to-date and refined quality. One can imagine a car on these lines for those who wish to enjoy the scenery or in the mountainous parts of the country, and especially motorists who prefer plenty of fresh air and a speedy car.

Body Styles

About 85 per cent. of the visible quality of an automobile is its body. Before the power of the motor is felt, the ease of changing gear or the safety of the brakes, you see the comfort and spaciousness, the style and charm of the body. Engineering and manufacturing changes to-day are largely alterations and betterments in body design. The body engineers have been important factors in the great development of motor car sales, and it would not be surprising to see stylists—women who appreciate and understand the development of colour, modes and patterns—being employed in the near future in every body engineering organisation.

Engines for Towing Launches

A number of the ships of the John Holt Line of steamers running from the Port of Liverpool to the West Coast of Africa are equipped with a motor tug which they carry aboard for the purpose of towing surf boats from the ship to the shore when landing the cargo. Already eight ships have been supplied with these motor tugs; each of these is fitted with a 20/24 h.p. 4-cylinder Allen Craig Marine Motor with reduction gear. The use of the reduction gear in combination with a comparatively small high efficiency engine has proved so satisfactory for this work that it has been standardised in these launches and now a ninth tug is being equipped with a similar engine.

Diesel Engines for Cars

In the course of a paper lately read before the members of the Institution of Automobile Engineers, at Wolverhampton, Mr. W. H. Goddard mentioned that there was nowadays no difficulty in building Diesel engines suitable for use in motor cars; as a matter of fact, such an engine had already been made and run as an experiment with very promising results. The engine has four cylinders, running at 2,000 r.p.m. and developing about 25 h.p. on the brake. The treasury rating in England of such an engine is 7 h.p.; the car to which it is fitted is an old one, weighing about 1½ tons, yet the engine drives it at a speed of 40 m.p.h.

A Top Gear Performance

Driving a stock model four-cylinder Austin 12 h.p. (1800 c.c.) touring car, sealed in top gear, Messrs. C. R. Dickson and H. D. Durkill, of Melbourne, broke the existing record from Sydney to Melbourne for a car driven all the way in top gear, and also created a new light-car class record for the journey by covering the distance (655 miles) in 18 hours 20 minutes, at an average speed of 42.9 m.p.h. The previous record for the journey in top gear was created in 1926 by a powerful six-cylinder car, the time being 21 hours, which makes the present performance of the four-cylinder Austin a really outstanding one. The drivers had a clear run all the way, with no tyre troubles.

Increase of Inventions

Inventors' efforts would appear to be on the increase, judging by the announcement that for the first time in Great Britain the number of patent applications will reach this year approximately 40,000, this figure exceeding that of last year by some 1,600. It is estimated that nearly half a million pounds will be paid to the patent office in connection with these ideas.

Good Roads in Quebec

In the province of Quebec there is now a total length of 12,502 miles of paved, macadamized and gravelled roads, which is 88 per cent. of all rural roads in the province. In 1929 the Provincial Department of Roads maintained 10,195 miles of improved roads, constructed 1,584 miles of new road, 188 bridges and culverts and eliminated 10 grade crossings and 203 sharp corners and curves. The good roads in Quebec are widely known and in addition to being of great advantage to farmers and residents of the rural districts are evidently a factor in attracting tourists to the province. Between January 1 and November 1, 1929, the total number of tourists' automobiles that came into Quebec from the United States was 633,004, an increase of 51,533 over the corresponding period in 1928.

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY—Hongkong Hotel Garage, Queen's Road. C.4759.
BEAN—Lane, Crawford, Ltd.
BUICK—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET—Hongkong Hotel Garage, Queen's Road. C.4759.
CLYNO—Lane, Crawford, Ltd.
DODGE—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5044.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
FORD—Wallace Harper & Co., Ltd.
HILLMAN—Lane, Crawford, Ltd.
HUMBER—Lane, Crawford, Ltd.
MORRIS—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND—Lane, Crawford, Ltd.
OLDSMOBILE—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PLYMOUTH MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 5252.
PONTIAC—The Oriental Motor Car Co., 55, Queen's Road C. Tel. C. 405.
ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C.4759.
VAUXHALL—Lane, Crawford, Ltd.
WILLIS-KNIGHT & WHIPPET MOTOR CARS—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR TRUCKS AND TRACTORS.

BEAN—Lane, Crawford, Ltd.
CHEVROLET—Hongkong Hotel Garage, Queen's Road. C.4759.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
FORD TRUCK—Wallace Harper & Co., Ltd.
FORDSON TRACTOR—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
DODGE—South China Motor Car Co., 33, Des Voeux Road. C. Tel. C. 5044.
MORRIS—Hongkong Hotel Garage, Queen's Road. C.4759.
SPA—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLIS-KNIGHT & WHIPPET TRUCKS—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES

B. S. A.—The Sincere Co. Ltd., Des Voeux Road. C.1007.
HARLEY-DAVIDSON—Gascen Motor Co., 2, Kwong Wah Road, Kowloon. Tel. K. 1242 & K. 894.
HUMBER—Lane, Crawford, Ltd.

TYRES AND ACCESSORIES.

ACCESSORIES—Hongkong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5044.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
FIK TYRES—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
MICHELIN TYRES—Goeke & Co. China Building C. 2221.
WILLARD BATTERIES—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

"KEEP TO THE LEFT!"

How Offenders Would Benefit

"It would be no exaggeration to state," says the Light Car and Cyclecar, "that not half the number of present-day road users make sufficient effort to keep to the proper side of the road. In towns and along main roads in all parts of the country cars, horse-drawn vehicles and cycles are to be seen occupying a great deal more than their fair share of the road, thus interfering with the progress of others and making inevitably congested conditions much more troublesome and irritating than they need be. If the offenders would heed the acknowledged rule of the road and 'Keep to the Left,' they themselves would benefit in company with all other traffic."

"For the tendency for so many drivers to follow a course too far from the kerb our modern wide arterial roads are no doubt largely to blame. They have had the same effect in the United States and the authorities have counteracted it in some districts by the use of continuous white lines even along straight sections. A similar plan will have to be adopted in Britain if drivers cannot school themselves to keep to the left. That it would be helpful is evidenced by the frequent occasions on arterial roads when drivers are seen to have but a very poor idea of the width of their cars; novices are not always the worst offenders in this respect."

An attack on the motor-cycle speed record, at present held by Germany, is to be made on a British machine.

SPEED RECORDS

A Graham-Paige at Brooklands

After winning two records early last spring, only to lose them again later in the season, America has regained the 200-kilometre and the 200-mile international records from France, through the performance of an eight-cylinder Graham-Paige on Britain's famous track at Brooklands.

Covering 200 kilometres at an average speed of 93.88 miles (151.09 kilometres) per hour, then continuing to complete 200 miles at an average of 92.52 miles (148.90 kilometres) per hour, the four-speed Graham-Paige again took the international records for these two distances in the class of cars from 300 to 400 cubic inches piston displacement.

The record-breaking run was made by D. M. K. Marendaz, driving a standard Graham-Paige model conforming to the regulations of the governing body that officially observes all attempts to break existing records.

At the opening of the present season, the international 200-kilometre and 200 mile records stood to the credit of a Delage, a French car famous for its high speed. In April, its records were successfully attacked by the Graham-Paige eight, which raised the figures to nearly 80 miles (128.75 kilometres) per hour. On this occasion, the run was made with a five-passenger sedan carrying full equipment, the first time a closed car had ever gained a speed record at Brooklands.

A Delage equipped with a sports body set out to retrieve the record and exceeded the Graham-Paige sedan's figures by a wide margin, averaging 93.06 miles (150.36 kilometres) per hour and 88.87 miles (143.02 kilometres) per hour respectively for the 200 kilometres and 200 miles.

Recently the American car was again taken to Brooklands, but preliminary tests showed that while it could touch 98 miles (157.72 kilometres) per hour, the sedan body was so great a handicap that the track could be lapped at no more than 90 miles (144.84 kilometres) per hour. As this was not fast enough, it was decided to substitute a body similar to that carried by the Delage.

Besides these two new records, Graham-Paige also holds five international records in Class C (cars of smaller displacement), a standard six-cylinder Graham-Paige 621 with a four-passenger touring body having set new marks, in a continuous run, for 4,000 kilometres, 3,000 miles, 5,000 kilometres, 4,000 miles, and 5,000 miles. These records were established by a team of three British drivers on the Monthery track near Paris.

TYRE WEAR

When front tyre wear is patchy and irregular, there is something wrong, and very often the fault can be diagnosed as unsatisfactory setting of the front wheels, or looseness in the steering. A car must be mechanically right if the owner is to get maximum tyre service. Rear tyre wear is generally uniform, except when acceleration and braking are so severe as to produce wheel spin and locking. Before blaming the tyres, it is suggested by the Dunlop Co. to ascertain whether some mechanical maladjustment is causing them to show irregular wear, and if so, to have a proper alignment of the wheels made at a garage.

MOTOR CYCLING

Possibilities in China

The motor-cycle and cycle industry is so closely allied to the motor industry that in many cases its production is carried on by the same firms and in the same works. Its activities are nevertheless sufficiently distinct to make it necessary to deal with its position and prospects separately. Within the industry a further sub-division is necessary into (a) motor-cycle and (b) cycle, since the circumstances of these two branches are often widely different.

The production of motor-cycles in recent years is estimated as follows by the British Cycle and Motor-Cycle Manufacturers' and Traders' Union, Limited:—

1907	3,800
1910	65,000
1920	100,000
1921	80,000
1922	60,000
1923	50,000
1924	110,000
1925	120,000
1926	140,000
1927	162,000
1928	144,000
1929	146,000

The figure for the year 1929 must be accepted with considerable reserve, more especially in view of the record-breaking year enjoyed by this industry in the export field. It is probable that when the final results are known this estimate will be substantially exceeded. Last year it was stated that the British industry might be expected to go on from strength to strength in the export of completed machines and parts. The actual fact has exceeded the most sanguine expectations, no fewer than 42,000 motor-cycles having been exported in the first six months of 1929 as compared with 59,000 in the whole of 1928.

Excellence of Product

These very remarkable results have been obtained by the excellence of the product and of the organization of the industry. Even in the United States the British motor-cycle is in demand, and its dominance has been demonstrated in almost every market. The most outstanding increase in British exports in 1929 was to Australia, New Zealand, India, Austria, Czechoslovakia and Denmark. So far as imports are concerned these are now almost negligible.

The production of pedal cycles continues to show a satisfactory increase. According to the estimate of the British Cycle and Motor-Cycle Manufacturers' and Traders' Union, Limited, figures of production in recent years have been as follows:—

1925	647,000
1926	680,000
1927	680,000
1928	750,000
1929	820,000

Rapid as this increase has been, the volume of British production is only half that of Germany and Japan, and roughly three-quarters that of France. Nevertheless, the enterprise of British manufacturers has made the export figures for 1929 a record in this industry, both in numbers of machines and value of exports.

The most important single market contributing to this excellent result has been British India, though the potential demand is as yet barely scratched in a country of such enormous population, and possessing a reasonable road system. The possibilities of China in the future are even greater if a period of peaceful development should supervene, and the opportunity afforded by the demobilisation of her various armies were to be taken to carry out a big scheme of road construction, as has been seriously advocated. At present the estimated number of cycles in China is only 18,000 for a population of 500,000,000. On the other hand, it must be expected that the proximity of the important manufacturing industry of Japan would provide fierce competition.—Engineering.

NEW OIL FOR OLD!

"A few days ago," writes "Focus" in The Light Car and Cyclecar, "a man who, taken a great interest in heavy-oil engines told me that it was quite possible to run some types on waste lubricating oil from car pumps. I have since made a number of inquiries amongst experts and I hear that there are actually many engines which are, at the moment, running on sump drainings and which are giving entirely satisfactory results!"

"The development is distinctly interesting because the disposal of waste oil from car engines has always been a problem to garages, whilst I feel sure I am not alone amongst owner-drivers in having some difficulty in disposing of it. Maybe now that its possibilities as a useful fuel are demonstrable the time will come when garages will give us a discount of, say, 6d. off a gallon of new oil when they recharge our sumps if we allow them to retain the old lubricant!"

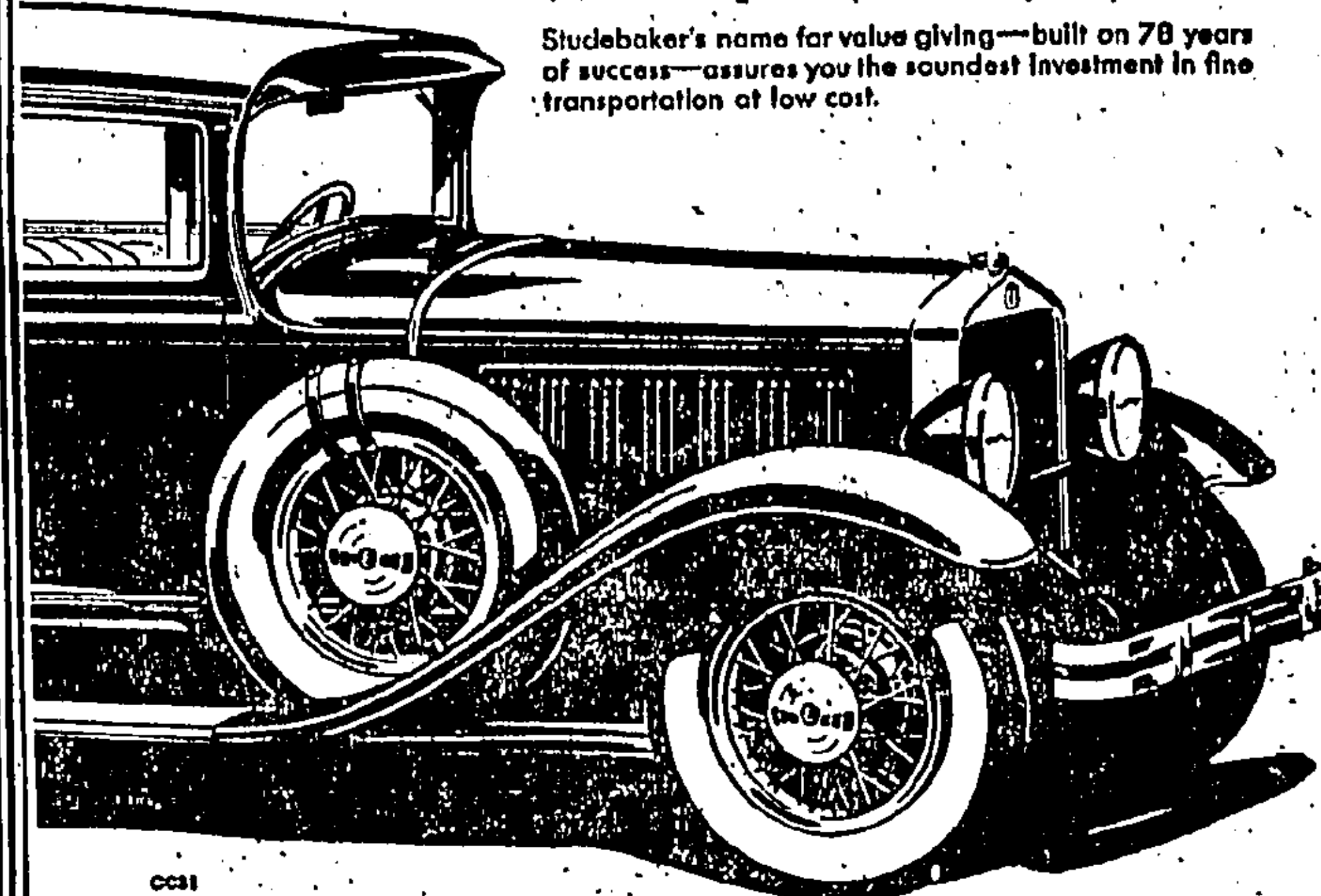
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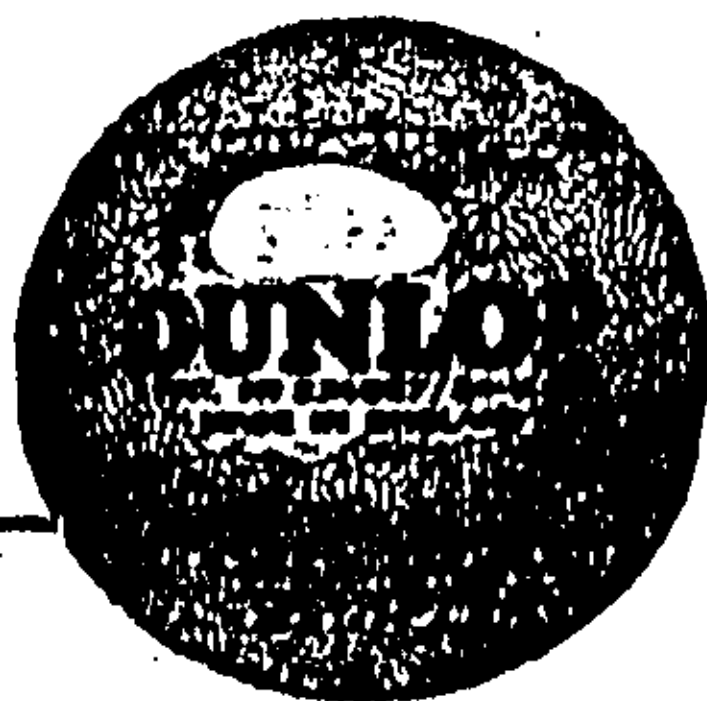
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PACIFIC WAR DANGER

If the Philippines Were Given Independence

A DARK FUTURE

Would Destroy Existing Equilibrium in the Far East

Washington, March 1.

The United States' withdrawal from the Philippine Islands might involve the world in a war even more devastating than the last one, is the belief of Newton W. Gilbert, former vice governor of the Philippines.

Gilbert made many pessimistic predictions in a letter he wrote to Senator Hiram Bingham, Republican of Connecticut and chairman of the senate committee on territories and insular possessions. Senator Bingham will insert in the record Gilbert's letter, opposing Philippine independence demands, when the committee meets to conduct its next hearings on March 10.

"Withdrawal of the United States from the Philippine Islands would destroy the existing equilibrium in the Far East," Gilbert wrote. "No body can accurately forecast the result of Philippine independence but it is entirely possible that it might involve the world in a war more devastating than the last one."

Gilbert predicted that if the Philippines were granted their independence Chinese would migrate to the islands in such large numbers that they could not be controlled.

"It would require an army and navy to keep the Chinese from Philippine shores and that could not be done by the Philippines," Gilbert wrote.

Threat to the Misses

Gilbert said that independence would reduce the Philippine masses from prosperity to poverty. He asserted that in all probability at least 50 years would be required to achieve such economic development of the Philippines as would be necessary for the islands to maintain themselves as an independent state.

The former vice governor recommended that a commission of the best minds be formed to study the Philippine problem in an atmosphere free of politics and selfish consideration.

Prior to his sojourn in the Philippines Gilbert was a member of Congress. He was a judge of the court of first instance in Manila before he became secretary of public instruction and vice governor. He was acting Governor General from 1912 to 1913. He lived in Manila from 1906 to 1916.

Long Dream Realized?

At last the Philippines may be on the eve of realizing their long dream of independence, says the Minneapolis Star.

Agitation for the freedom of the islands has taken on considerable force as a result of the fight to place a tariff upon Philippine cane sugar and coconut oil the basis for butter substitutes, which pour into the United States in large quantities to compete with American sugar and dairy products.

Secretary Stimson is credited with a manoeuvre which was designed to remove the Philippine products from the free list. And quick to sense the resentment to this in the Senate, a delegation of Filipinos is headed for Washington with a new plea for independence.

Coincidentally with this, Henry Cabot Lodge, grandson of the late Massachusetts senator, in a recurrent Harper's, comes out with a vigorous condemnation of the United States' course in the islands, insisting that they do the Philippines more harm than good and that by the same token, they do America more harm than good. He suggests that the U.S. end existing abuses at once or beat a retreat for the betterment of all concerned.

And there are those at Washington who believe that the proponents of the plan to place a tariff upon Philippine sugar and coconut oil may be willing to give the Philippines more harm than good and that they may no longer have advantage of the free list.

The old question still remains however: "If the Philippines are granted independence, who is going to see to it that they remain independent?" If Uncle Sam assumes the job it may cost him more in a year than the proposed tariff would save in an age.

AMBULANCE CORPS

St. Joseph's College Division Concert

A GALAXY OF TALENT

Last night a concert was held in the Li Shek-pang Hall of St. Joseph's College, Kennedy Road, in aid of the funds of the College's Division of the St. John Ambulance Brigade. There was a large attendance, every seat being occupied, and it was an undoubted success from the financial point of view.

Full credit is due to the organizers of the concert for arranging a programme which represented exceptional value for money. A concert, the first half of which lasted from 7.30 p.m. to 10 p.m., with many more good things promised for the second half, is good value for even an Aberdeenian's money! Incidentally, it is a record for Hong Kong, if not for the Orient, and one which will probably never be bettered! However, it was too much of a good thing, and a large section of the audience departed at the interval, the afore-said Aberdeenians with them—unbelievable, but true!

A Miscellaneous

It was like this. Sandy, (it is not his true name), had come by a ticket by means unknown. On it the concert was timed for 7 p.m., and he turned up ten minutes early, to make sure of a good seat! Doors were not opened until 7.30, but Sandy waited happily. He had calculated that the concert could not last more than two hours—none ever did—so he had gone to fill in the time before dinner. But he had calculated wrong this time. It was the pang of hunger, not the quality of the programme, which had driven him regretfully away at the interval!

Power of Endurance

The programme opened with a piece of Chinese music, by Mr. Chao and friends, who played on native fiddles, banjos, etc. It was short and sweet and enthusiastically applauded.

Then little Miss Chiu took the stage. She was down on the programme to give a "Chinese Song," and she sang daintily, but her contribution developed into a playlet which lasted half-an-hour! She sang and acted alone throughout—extraordinary power of endurance in one so young.

Following this Master F. Abraham gave two violin solos with piano accompaniment by the Rev. Fr. Riganti. His contributions were of the conventional duration and much appreciated. Both his offerings—Albert Wior's "Gipsy Dance" and Antonio Francisco's "Aria"—were played with a technique seldom found in one of his age.

A Prolonged Sketch

This was followed by a Chinese sketch presented by five enthusiastic members of the College's Ambulance Division. That they were eager to entertain is not doubted, but not to be outdone by Miss Chiu, they also held a stage for half an hour with a Chinese schoolroom scene in which the usual schoolboy pranks were played on the teacher every time the opportunity presented itself. The pranks were repeated too often, however, and the humour of it became rather frayed toward the end.

More violin solos followed, this time contributed by Mr. J. Bragan, who was also accompanied by the Rev. Fr. Riganti, at the piano. The last item before the interval was a choir of boys of the College, who sang the "Volga Boat Song" in fine style with appropriate scenery and lighting effect.

Tactfully Omitted?

This is all the comment that we are able to give on the concert, because our scribe was amongst those who left at the interval. He came away lest the Editor should blame him for holding up the paper! It might be mentioned that the first half would have been a little longer had not the following items been cancelled:—

Humorous Song by Mr. M. A. Baptista.
Song, "Are You Lonesome Tonight," by Masters A. Roza and E. Gutierrez.
And More—
The following items were noted in the second half of the programme: the

HOCKEY CUP MATCH

Ladies Fight for Honours in Keen Game

HONG KONG VICTORY

The Hong Kong Ladies' Hockey Club yesterday defeated the Kowloon Ladies' Hockey Club, in a fast and even game at King's Park, by the odd goal in nine, and by virtue of their hard-won victory, have drawn level with their Kowloon rivals in the Gaer Clark Cup competition. A replay is now necessary and a good game should be the result.

A large crowd witnessed the game, which was played in a "cup-tie" spirit, lacking little in thrills and fast, even exchanges.

Kowloon Start Well

Kowloon commenced well. They were soon worrying the Hong Kong defence and before many minutes Miss Mason opened the Penitentiary's account. This early success was not long-lived, however, for Miss Stanion, the Hong Kong skipper, in a brilliant dash down the field netted for Hong Kong.

The pace increased in speed, and exchanges were even, until again Miss Stanion netted. She scored the third goal soon after, thereby obtaining the "hat-trick" and giving her side an increase of two goals.

Settling down, Kowloon attacked, but their forward line played without understanding, and missed many chances. Their defence played stalwartly and hemmed Hong Kong in their half. After a promising move down the field, Miss Eastman broke away on the right, and entering accurately, gave Kowloon an opening which Miss Mason was not slow to take. She netted to the keen delight of the Kowloon supporters. The half time whistle sounded, with Hong Kong leading by one goal.

Colony Score Again

From the commencement of the second half Hong Kong attacked and were within an ace of scoring many times and eventually were rewarded through Miss Smalley.

No long afterwards Hong Kong obtained another goal through Mrs. Donellan.

A determined attack on the part of Kowloon led to a goal being scored by Miss Mason after a short and exciting scrimmage in front of the goal. The pace of the game slowed down somewhat and after even exchanges Miss Mason scored for Kowloon. Play settled down in mid-field and sudden dashes by the forwards on both sides were a feature of the game. The final whistle blew with Kowloon attacking.

Comment

The game was even and exciting. The final score, 5-4 in favour of the Island team, was a fair reflex of the game. Hong Kong played with better understanding, their half-back being far superior to Kowloon, whilst perfect understanding existed between Miss Stanion and her forward line. The Kowloon left wing was inclined to be slack, with the result that the whole forward line consequently suffered. As usual the Kowloon defence played well, and with a little more support from the halves would have stemmed the spasmodic attacks of their opponents.

The large crowd present were rewarded by a fine exhibition of clean hockey, and an even more thrilling contest should be witnessed when the two teams meet again in a replay for the Cup.

The teams were:—
Hong Kong Ladies' Hockey Club.—J. Smalley, E. Gray, F. D. C. Luck, E. R. Bell, B. M. Pope, M. L. Wallace, I. C. Bell, E. M. Donellan, D. F. Stanion, M. Smalley, N. McCabe. Referee, Captain A. A. Nicholson.

Kowloon Ladies' Hockey Club.—M. Mason, M. Woolley, N. Field, M. George, P. Woolley, M. Groundwater, V. Eastman, P. Whitley, A. Dyer, D. Pinquet, E. Woolley. Referee, C. C. Francis.

Now that the weather is so variable—hot one day and cold the next—colds in the head are a common complaint. Inhalant, which is sold by The Pharmacy, is just the thing to arrest and banish that cold, and if used as a preventive it is a sure guard against colds. A few drops on a handkerchief and the changing weather will not bother you. Have a bottle handy.

performers still going strong up to an hour that was never struck by "Grandfather's Clock!"

Overture

The Hawaiian Serenaders.—(a) "Kohala March," (b) "Hawaiian Moon" (Waltz), (c) "Hello Aloha" (Blues), (d) "Honolulu Hula Girl" (Blues).
By the Misses S. and H. Ho.
Mr. J. Lovinoff, accompaniment.
"Bound to be a Bowd" by Mr. M. Abraham, Mr. R. Baptista, accompaniment.
Piano Solo by Mr. J. Lovinoff.
Songs.—(a) "Old Folks At Home," (b) "Sonny Boy," by The Josephine Darkies. Mr. J. Lovinoff accompaniment.

The Hawaiian Serenaders.—(a) "Hello March," (b) "Hawaiian Moon" (Waltz), (c) "One, Two, Three, Four," (d) "Honolulu Rag," (March), (e) "Singing In The Rain," (Fox Trot), (f) "Aloha Oe."

H.K. YACHTING

Results of the Tai Yat Cup Race

CONSOLATION CUP WINNER

The results of the Tai Yat Cup race for sailing yachts of the Royal Hong Kong Yacht Club, sailed yesterday over a 12 miles course from Channel Rocks to Rumsey School were as follows:—
Started 2.05 p.m.
Finished and corrected times.

Yacht	Time	Corrected
Rolla	6.14.52	6.14.52
Colleen	6.19.45	6.09.45
Halcyon	6.30.04	6.07.04
Speedwell	6.30.30	6.03.30
Boojum	6.32.00	6.02.00
Zephyr (1)	6.26.32	6.22.41
Why Wonder (2)	6.54.24	6.54.74
Adunne	(Did not finish)	

Things That Matter

To-day's Diary

First Sunday in Lent.
Quadragesima Sunday.
Sailors and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.
Tea Dance, Repulse Bay Hotel, 4.30 p.m.
Queen's Theatre—"Taming of the Shrew."
Star Theatre—"Camera-man."
World Theatre—"Peril of the Jungle" and "Wild West Romance," 2.30 p.m. and 7.15 p.m.; "The Country Doctor," 5.15 p.m. and 9.20 p.m.
Majestic Theatre—"No-body's Widow."
Fanning Hunt and Race Club, Hounds Meet, Race Course, 3.45 p.m.
Tides—High, 4.04 p.m.
Home Mails
To-morrow—Inward from America and ports (Empress of Canada); Outward from San Francisco (President Pierce).

The weather report from the Royal Observatory for to-day states:—
The anti-cyclone remains central to the north of the lower Yangtze Valley.
Fresh to strong monsoon prevails along the S.E. coast of China and over the north China Sea.
Forecast:—N. winds; fresh; generally cloudy.

The Dollar
Yesterday's closing rate for the dollar on demand was 1/5-9/16.

MOTOR CAR CRASH

Smashes Into Lamp Standard

DRIVER INJURED

Shortly after eight o'clock last night, motor-car No. 2903 came into collision with a tram standard near St. Margaret's Church, in Happy Valley. The windscreen of the car was smashed to smithereens, and considerable damage done to the whole front.

There were three people in the machine at the time, and one of them, the driver, was badly cut on both lips by the flying glass, besides suffering a bad bump on the forehead. He was at once taken to the residence of Dr. R. J. Wong, in Happy Valley, who treated him, and afterwards sent him to the Government Civil Hospital for observation, as it was feared that he might have sustained a fracture of the skull.

The car is said to be owned by Mr. Chan Pak-ahing, of Wong Nai Chong Road.

A Confirmation Service is being held in St. Andrew's Church, Kowloon at 6 p.m. to-day, when the Bishop of Victoria (the Rt. Rev. C. R. Duppuy, D.D.) will preach. The acolytes of the 2nd Hong Kong (St. Andrew's) Group will also be on parade.

AIR STUDENTS

Practical Experience in War Flying

"STUNT" DEMONSTRATION

Canton, Yesterday.
Thirty-six students will graduate next Sunday from the Aviation School at Talshtau, after having undertaken a course of intense studies for one year and half. Immediately after graduation, the students will be despatched to Wuchow to join the flying squadron in which they will be given practical experience in war flying. After six months of this work, they will receive their promotion as officers.

One of the qualifications for students entering the Aviation School is that they should have graduated from a middle school. The physical test is also a very strict one, on the passing of which the students may sit for the examination.

Subjects To Be Passed

The courses provided for the students are a thorough knowledge of the following subjects: Geography, technical and practical mechanics, military science, wireless, mathematics, and technical and practical flying. A further requirement, as it is in all schools and colleges in China to-day, is a knowledge of the Three Peoples' Principles, for which lectures are given and examinations are periodically set.

On Sunday, it is expected that Chairman Chan Ming-shu will be present as well as other high officials. After the graduation exercise is over, the students will be given a demonstration of different feats of flying. Admission to the graduation ceremony will be by tickets, which may be applied for at the Aviation Bureau.—Canton News Agency.

VIGIL FOR PRINCE

Churches Pray for Recovery

RISKED JUNGLE DANGERS

London, March 2.
There was great public anxiety throughout Britain, and especially in the capital, to-day when it was learned that Edward, Prince of Wales, was suffering from malaria at the headquarters of his hunting expedition in Nairobi, Kenya Colony, British East Africa.

The first brief messages from Nairobi failed to contain an adequate account of the Prince's illness and it was feared he had contracted some fatal jungle malady. Later official dispatches, however, brought quotations from the bulletins of his physicians declaring he would be "quite well" within a few days.

Officials at Buckingham Palace and in the Colonial Office now are in constant touch with the personal attendants of the Prince. Public fears have been somewhat allayed.

In churches throughout Britain to-night there were prayers for the speedy recovery of the bachelor heir to the throne in the court of St. James.

A Feverish Night

Nairobi, Mar. 2.

Suffering from an attack of sub-tertian malaria, Edward, Prince of Wales and heir to the throne of Britain, to-night tossed feverishly on his bed here.

The fever is following a normal course and it is anticipated that the Royal hunter will be well in a few days.

The Prince arrived here last night aboard his special train from Voi in the Tanganyika Territory. To reach his train he had tramped for miles through the dense underbrush of a tropical jungle. With his camera he had snapped pictures of wild game in jungle lairs and had been enjoying to the utmost the expedition. Interrupted 15 months ago when he was so suddenly recalled to Britain by the serious illness of his father, King George V.

While in Tanganyika the Prince contracted his malaria. His physicians are confident that the disease is under control and that there will be no serious consequences. It was deemed wise, however, that he return to Nairobi for treatment.

As soon as he is well the Prince plans to continue his hunting with the tribes of Kenya and Tanganyika.—United Press.

CHINA'S WARS

China Unable to Repay Foreign Loans?

OFFICIALS NONPLUSSED

Nanking, Yesterday.
The adoption of a budget for the current year will meet with many difficulties, which have been clearly brought out in the report of the Finance Ministry to the Third Plenary Meeting. The first Disbandment Conference authorised an annual military expenditure of \$192,000,000, besides the disbandment funds. But, due to rebellions in the Kwangsi clique and Kuomintang, the disbandment was not carried out. With the subjugation of the two parties, the Disbandment Conference reassembled in the hope of effecting some tangible results.

The Government has now to face another opposition headed by Yen Hsi-shan. Thus stupendous sums for the coming war, which has not entered into previous calculations, will have to be raised.

Perusing the military expenditures for the past few years, the Three Eastern States, Jehu, 1929, the sum spent has already exceeded \$209,500,000, which does not include the amounts expended in the Three Eastern States, Jehu, Sui Yuan, Chieh-shan, Shantung, Yunnan, Kwangtung, Kwangsi, Kweichow, and Szechuen. If the money spent in military affairs in the whole country is reckoned up, the total amount will reach a colossal figure for such a poor country as China.

How and when a limit to this expenditure can be fixed is an open question that is justly demanded by the Ministry in its report.

Unless this difficulty is surmounted, questions of reconstruction and the repayment of internal and foreign loans will have to be laid aside for the time being. As aptly stated in the report, "The whole thing is pivoted on peace prevailing throughout the country. Should satisfactory means be found to settle the present situation, then the many projects contemplated by the Government would be carried out."—Canton News Agency.

KWANGSI WAR

(Continued from Page 1.)

Strategic Centres
Geographically, there are in Kwangsi two important strategic cities, Wuchow and Watlam, which guard the principal communications with the outside world. Since the two cities fell into the hands of loyal troops, the rebels have been short of both ammunition and food-stuffs, due to the interruption of communications. Watlam is such a strategic point that contending parties must struggle for its possession, hence the last bloody battle at Paklau—the fiercest yet so far—may be considered as the semi-final stage of the Kwangsi warfare.

Disposition of the Rebels
According to military circles, the dispositions of the rebels are reported as follows:—

General Hsu Chung-wu of the Kwangsi 2nd Division, with less than 1,000 men, has retired after his serious defeat at Paklau, to Wanghsien, 95 miles from Kwoh-shan. He has been demanding funds from the merchants at Wanghsien as a daily military contribution.

General Wang Shao-hung is commanding four regiments of rebel units at Kwoh-shan.

General Yang Teng-fu has concentrated three regiments at Sun-chow and one regiment at Keng-how.

General Li Chung-jen is now in Nanning, directing the revolted troops of Lui Woon-yim to fight with the Communist army along the Tsoukiang (Left River) and Yaukiang (Right River).

General Pei Hsueh-hai is holding the line between Liuchow and Kwoh-shan. The Ironsides now reduced to about 2,500 men, under General Li Hsiang-yun, are concentrated at Suochow, while those under General Teng Lung-kwong, at Wanghsien, Chang Fa-kuei himself is reported to be sick.

In the districts at Tsoukiang and Yaukiang, namely, Lungan, Kuotsh, Yen-lung, Sungsin, Yangsiao and Tachien, a Soviet form of Government has been organized by the Communist leaders Yu Cho-yu (Yu Cho-pak's brother), Wai Pei-chun, Wang Tai-yeh, Teh Yat-man, Feng Fung-ling, and Chang Tai-wen. Many refugees from the above districts have fled to Nanning, requesting Li Chung-jen for the suppression of the Reds.

Withdrawal of Shansi Troops
Haichow, Yesterday.
The Shansi troops, who recently in-

A BUDDHIST WAR?

Nepal Forces Reported Marching on Tibet

THE HAND OF RUSSIA

Strange Story of British Invasion of China

Panchan Lama, spiritual leader of the Tibetans as well as head of the Buddhist religion, has notified the Nationalist Government that a strong native force from Nepal, British dependency in northern India, is marching on Tibet under the leadership of the son of the Sultan of Nepal, for the purpose of invading either Yunnan or Szechuen, Chinese border provinces.

Panchan Lama's information is based on telegraphic reports received from India. Simultaneously with the receipt of the foregoing information, the Nationalist Government state council received a similar report from Dalai Lama, temporal leader of the Tibetans with headquarters at Lhasa, requesting the Nationalist Government immediately to dispatch a strong force into Tibet in order to assist the Tibetans in protecting the border against the invasion from Nepal.

Intrigue in Mongolia
Panchan and Dalai Lama, joint rulers of Tibet, have been estranged for many years. Panchan Lama has been residing in China trying to obtain China's help against alleged Russian and British intrigue in Mongolia and Tibet.

Panchan Lama is now in Peking and in a recent interview declared he and Dalai Lama have patched up their troubles in order to present a united front against the Russian incursions into Mongolia as well as the alleged British incursions into Tibet.

The two Lamas jointly control Tibet, a vast region in Central Asia bordering on British India, China, and Soviet Russia.

vaded Hotak, Tingtsao and Pokhsien in the west, a section of Shantung, have withdrawn northwards.

The Shansi forces under General Sun Cho have retreated from Chengchow to Shihshiang and will concentrate at Shihshichuang. The defence of Chengchow will be taken over by the troops of General Shih Yu-san.

Yen in a Dilemma
Nanking, Yesterday.
Under the erroneous belief that General Chang Hsueh-liang would line up with him, Yen Hsi-shan had openly opposed the Central Government, but General Chang's recent declaration to support the Central Government has placed Yen in a dilemma.

Moreover, General Han Pu-kai and Shih Yu-san are not likely to carry out his order, while the attitude of various generals in Honan is anything but doubtful. Yen was therefore impelled to take the advice of Mr. Chao Tai-wen by issuing two cables dated the 3rd and the 6th respectively, in which he tendered his resignation and stated his desire to go to Japan, together with General Feng Yu-hsiang. Mr. Chao Ching-teh, the chief secretary, has been sent to Tientsin to book accommodation for the coming voyage.

Military Expenses
Mr. Chao Tai-wen wired on the 6th to the Central Government for its consideration the following proposals:—

The decision of Yen Hsi-shan and Feng Yu-hsiang to leave China; The disbandment of the North-Western troops; The ways and means of liquidating military expenditure in North China and the appointment of a special officer to attend to the payment of the military expenses in Peking.

Peaceful Unification
Sinyang, Yesterday.

General Chen Tai-wen on March 6 to General Chang Hsueh-liang that Shansi has adopted the following terms for the peaceful unification of the country:—

1. To restore the freedom of the Kuomintang members at Peking and Shansi so that they may carry on their daily routine work;
2. To cease all military movements;
3. To withdraw all Shansi troops from Shantung and Honan;
4. To cancel all announcements and appointments of the last month;
5. To restore the communications of the Tsin-Pu line;
6. To advise the politicians of various cliques now in Shansi to leave of their own accord;
7. To delegate Mr. Liang Yu-chow personally to report to him (Chang Hsueh-liang) of Yen's intended trip to foreign countries.—Canton News Agency.

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